

NACOmatic

Effective: 22-October-2009

Expires: 19-November-2009

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INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD

INTL RNAV (GPS) Rwy 16¹²
RNAV (GPS) Rwy 34³⁴
VOR/DME Rwy 34¹⁵

¹NA when local weather not available.

²Categories A, B, 1200-2; Categories C, D, 1200-3.

³NA when control tower closed.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Categories A, B, 2200-2; Categories C, D, 2200-3.

CARSON CITY, UT

CARSON RNAV (GPS)-A
Categories A, B, 1700-2; Category C, 1700-3;
Category D, 1800-3.

NA when local weather not available.

CEDAR CITY, UT

CEDAR CITY RGNL ILS Rwy 20
VOR Rwy 20

Category D, 900-2¼.

DOUGLAS BISBEE, AZ

BISBEE DOUGLAS

INTL VOR/DME or GPS Rwy 17
VOR Rwy 17

NA when control zone not in effect.

ELKO, NV

ELKO RGNL LDA/DME RWY 23¹
RNAV (GPS) Rwy 23²
VOR-A³
VOR/DME-B⁴

¹Categories A,B, 900-2; Category C 1000-3;
Category D, 1100-3.

²Categories A,B, 1400-2; Categories C,D, 1400-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

⁴Categories A,B, 1200-2; Categories C,D, 1200-3.

NAME ALTERNATE MINIMUMS

FLAGSTAFF, AZ

FLAGSTAFF

PULLIAM ILS or LOC/DME Rwy 21¹²
VOR or GPS-A³

¹NA when control tower closed.

²ILS, Categories B,C,D, 700-2.

³Category D, 800-2¼.

FORT HUACHUCA-SIERRA VISTA, AZ

SIERRA VISTA MUNI-

LIBBY AAF ILS or LOC Rwy 26
NDB Rwy 26
RNAV (GPS) Rwy 8¹
VOR Rwy 26

NA when control tower closed.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

GLENDALE, AZ

GLENDALE MUNI RNAV (GPS) Rwy 1
NA when local weather not available.

GRAND CANYON, AZ

GRAND CANYON NATIONAL
PARK ILS or LOC/DME Rwy 3
NA when control tower closed.
Category D, 700-2.

VALLE VOR/DME Rwy 19

NA except for operators with approved weather reporting service.

KANAB, UT

KANAB MUNI RNAV (GPS) Rwy 1
Category B, 1100-2; Category C, 1400-3.

KINGMAN, AZ

KINGMAN RNAV (GPS) Rwy 3
RNAV (GPS) Y Rwy 21
VOR/DME Rwy 21

Category D, 800-2¼.

NAME ALTERNATE MINIMUMS
LAKE HAVASU CITY, AZ
LAKE HAVASU CITY **VOR/DME or GPS-A**
Categories A,B, 1000-2; Categories C,
1000-2½; Category D, 1000-3.

LAS VEGAS, NV
HENDERSON EXECUTIVE **RNAV (GPS)-B¹**
VOR-C²

NA when local weather not available.
¹Categories A,B, 1000-2; Category C,
1000-2½.
²Categories A, B, 2400-2; Category C, 2400-3.

McCARRAN INTL **ILS or LOC Rwy 25L¹**
ILS or LOC Rwy 25R¹
ILS or LOC/DME Rwy 1L²
RNAV (GPS) Rwy 1R³
RNAV (GPS) Rwy 19L⁴⁵
RNAV (GPS) Rwy 19R⁴⁵
VOR/DME-A²
VOR Rwy 25L/R³

¹ILS, LOC, Categories A,B, 900-2; Category C,
900-2½, Category D, 900-2¾, Category E,
1400-3.

²ILS, LOC, Categories A,B, 900-2; Category C,
900-2½.

³Categories A,B, 900-2; Category C, 900-2½,
Category D, 900-2¾.

⁴Categories A,B, 900-2; Category C, 900-2¾;
Category D, 900-3.

⁵NA when local weather not available.

NORTH LAS VEGAS **ILS or LOC Rwy 12L**
NA when control tower closed.

LOVELOCK, NV
DERBY FIELD **VOR or GPS-C¹**
VOR/DME or GPS-A²

¹Categories A,B, 1900-2; Categories C,D,
1900-3.
²Categories A,B, 900-2; Category C, 900-2¾;
Category D, 900-3.

MILFORD, UT
MILFORD MUNI/BEN AND JUDY
BRISCOE FIELD **VOR or GPS-A**
Category D, 800-2½.

OGDEN, UT
OGDEN-HINCKLEY **ILS Or LOC Rwy 3¹²**
RNAV (GPS) Y Rwy 3
RNAV (GPS) Z Rwy 3

NA when local weather not available.
¹ILS, Category D, 700-2.
²NA when control tower closed.

NAME ALTERNATE MINIMUMS
PHOENIX, AZ
PHOENIX DEER VALLEY **RNAV (GPS)-B¹²**
RNAV (GPS)-C³
RNAV (GPS) Rwy 7R⁴
RNAV (GPS) Rwy 25L¹⁴

¹NA when local weather not available.

²Categories A,B, 1000-2; Category C,
1000-2¾.

³Categories A,B, 1000-2; Category C,
1000-2¾; Category D, 1100-3.

⁴Categories A,B, 1000-2; Category C,
1000-2¾; Category D, 1000-3.

PHOENIX-
MESAGATEWAY **ILS or LOC Rwy 30C¹²**
RNAV (GPS) Rwy 30C¹
RNAV (GPS) Rwy 30L³
VOR or TACAN Rwy 30C¹

¹NA when local weather not available.

²NA when control tower closed.

³Category E, 800-2½.

PHOENIX
SKY HARBOR INTL **ILS or LOC Rwy 7R¹**
ILS or LOC Rwy 7L²
ILS or LOC Rwy 8³
ILS or LOC Rwy 25L²
ILS or LOC Rwy 26²
RNAV (GPS) Y Rwy 7R²
RNAV (GPS) Y Rwy 7L²
RNAV (GPS) Y Rwy 8⁴
RNAV (GPS) Y Rwy 25L²
RNAV (GPS) Y Rwy 25R²
RNAV (GPS) Y Rwy 26²

¹ILS, Categories A,B,C, 700-2; Category D,
800-2½. LOC, Category D, 800-2½.

²Category D, 800-2½.

³ILS, Categories A,B, 800-2; Category C, 800-
2½; Category D, 800-2½. LOC, Category C,
800-2½; Category D, 800-2½.

⁴Category C, 800-2½; Category D, 800-2½.

PRESCOTT, AZ
ERNEST A. LOVE FIELD .. **ILS/DME Rwy 21L¹²**
RNAV (GPS) Rwy 21L⁴
VOR Rwy 12³

¹NA when control tower closed.

²ILS, Category C, 700-2; Category D, 900-3.
LOC, Category D, 900-3.

³Category D, 900-3.

⁴Category D, 1000-3.

NAME PRICE, UT
CARBON COUNTY RGNL/
BUCK DAVIS FIELD **VOR/DME Rwy 36**
VOR Rwy 36¹

Category C, 900-2½; Category D, 1100-3.
¹Categories A, B, 2000-2; Categories C, D, 2000-3.

PROVO, UT

PROVO MUNI .. **ILS or LOC/DME Rwy 13**, 700-2
Na when control tower closed.

RENO, NV

RENO/TAHOE INTL **ILS Rwy 16R**, 2100-7¹
ILS or LOC/DME Rwy 34L²
LOC Rwy 16R³
LOC/DME BC Rwy 34L⁴
RNAV (GPS) X Rwy 34L⁵
RNAV (GPS) X Rwy 34R⁵
RNAV (GPS) Y Rwy 16L⁶
RNAV (GPS) Y Rwy 16R⁷
RNAV (GPS) Y Rwy 34L⁴
RNAV (GPS) Y Rwy 34R⁸
RNAV (RNP) Z Rwy 16R, 800-2½
VOR-D, 1600-3

- ¹LOC, NA.
²ILS, LOC, Categories A,B, 1000-2; Category C, 1000-2½.
³Categories A,B, 1600-2; Categories C,D, 1600-3; Category E, 2400-3.
⁴Categories A,B, 1000-2; Categories C,D, 1000-3.
⁵Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1000-3.
⁶Categories A,B, 1400-2; Categories C,D, 1400-3.
⁷Categories A,B, 1800-2; Categories C,D, 1800-3.
⁸Categories A,B, 1000-2; Category C, 1000-2½.

ST. GEORGE, UT

ST. GEORGE MUNI **RNAV (GPS) Rwy 34¹**
VOR or GPS-B, 1300-2²
VOR-C, 1800-3²
VOR/DME Rwy 34²³

- ¹Categories A,B 1100-2½; Categories C,D, 1100-3.
²NA except for operators with approved weather reporting service.
³Category C, 800-2½; Category D, 1000-3.

ST. JOHNS, AZ

ST. JOHNS
INDUSTRIAL AIRPARK **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A
NA when local weather not available.

NAME SCOTTSDALE, AZ
SCOTTSDALE **RNAV (GPS)-D¹**
VOR or GPS-A²³
VOR or GPS-C²⁴

- ¹NA when local weather not available.
²NA when Scottsdale altimeter not available.
³Categories A,B,C, 1100-3.
⁴Categories A,B, 900-2½; Category C, 900-2¾.

TONOPAH, NV

TONOPAH **VOR or GPS-A**
Category D, 800-2¼.

TOOELE, UT

BOLINDER FIELD-
TOOELE VALLEY **ILS or LOC/DME Rwy 17¹**
RNAV (GPS) Y Rwy 17²
RNAV (GPS) Z Rwy 17

- NA when local weather not available.
¹ILS, Category D, 700-2.
²Categories A, B, C, D, 900-2½.

TUCSON, AZ

TUCSON INTL **ILS or LOC Rwy 11L¹**
LOC/DME BC Rwy 29R²
RNAV (GPS) Z Rwy 11L²
RNAV (GPS) Rwy 29R²
RNAV (GPS) Rwy 3³
RNAV (GPS) Rwy 29L⁴
RNAV (GPS) Z Rwy 29R²
VOR or TACAN Rwy 11L²
VOR/DME or TACAN Rwy 29R²

- ¹ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3; Category E, 1100-3.
²Category E, 1100-3.
³Categories A,B,C,D, 800-2¼.
⁴Category D, 800-2¼.

WENDOVER, UT

WENDOVER **VOR/DME-B¹**
VOR/DME or TACAN Rwy 26²
¹Categories A,B, 1700-2; Categories C,D,E, 1700-3.
²Category E, 800-2¾.

WINNEMUCCA, NV

WINNEMUCCA MUNI **RNAV (GPS) Rwy 14¹²**
RNAV (GPS) Rwy 32¹
VOR/DME Rwy 14³

- ¹NA when local weather not available.
²Category C, 800-2½; Category D, 800-2½.
³Category D, 1300-3.

WINDOW ROCK, AZ

WINDOW ROCK **VOR/DME-A**
Categories A,B, 1100-2; Categories C,D, 1100-3.

RADAR INSTRUMENT APPROACH MINIMUMS

DAVIS-MONTHAN AFB (KDMA), AZ (Tucson) (07242 USAF)

ELEV 2704

RADAR¹ - (E) 118.5 125.1 318.1 297.2 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR	30 ²	3.0°/59/1320	ABCDE	2904-½	200	(200-½)
	12 ³	3.0°/59/950	ABCDE	2815-¾	200	(200-¾)

¹No NOTAM MP 1100-1300Z dly. PAR opr 1700-0300Z wkd or termination of A10 flying (contact scheduling for times at DSN 228-5777). ²When ALS inop, increase vis ¼ mile. ³NOT FOR CIVIL USE.

FALLON NAS (KNFL), (VAN VOORHIS FIELD), NV (03191 USN)

ELEV 3934

RADAR¹ - (E) 118.3x 121.875x 262.8x 275.6x 310.6x 345.2x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
PAR ²	31L	3.5°/55/905	ABCDE	4126-¾	200	(200-¾)
	31R	3.5°/55/903	ABCDE	4128-¾	200	(200-¾)
	13L	3.0°/46/881	ABCDE	4134-¾	200	(200-¾)
	13R	3.0°/47/912	ABCDE	4134-¾	200	(200-¾)
	7	3.0°/36/679	ABCDE	4129-¾	200	(200-¾)
ASR ²	31R		ABCDE	4200-1	272	(300-1)
	31L		ABCDE	4200-1	274	(300-1)
	13R		ABCD	4260-1	326	(400-1)
			E	4260-1½	326	(400-1½)
	13L		ABC	4280-1	346	(400-1)
			DE	4280-1½	346	(400-1½)
	7		AB	4340-1	411	(500-1)
			CD	4340-1½	411	(500-1½)
			E	4340-1½	411	(500-1½)
CIR	All Rwy		AB	4400-1	466	(500-1)
			C	4400-1½	466	(500-1½)
			D	4520-2	586	(600-2)
			E	4980-3	1046	(1100-3)

CAUTION: ATC Missed Approach Minimum Climb Rate

PAR/ASR	Rwy	Knots	60	120	180	240	300	360
	7 ³	FPM	300	600	900	1200	1500	1800
	13L/R ⁴	FPM	250	500	750	1000	1250	1500
	31L/R ⁴	FPM	270	540	810	1080	1350	1620

¹No-NOTAM MP sked: PAR-2200-0000Z++ Thu, ASR-1500-1700Z++ Wed, when ceil-vis 3000-5 and above. ²Descent to 5700' not authorized until inbound in initial segment within 10 NM of Rwy.

³To 7500'. ⁴To 7300'.

RADAR INSTRUMENT APPROACH MINIMUMS

FORT HUACHUCA/SIERRA VISTA, AZ

Amdt. 4A, OCT 22, 2009 (FAA) ELEV 4719

SIERRA VISTA MUNI-LIBBY AAF


RADAR¹ - (E) 127.05 254.35   NA

			DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ²	8	ABCDE	4919-¾	200	(200-¾)				
	26	ABCDE	4829-¾	200	(200-¾)				
ASR	26	ABC	5000-1	371	(400-1)	DE	5000-1¼	371	(400-1¼)
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)
		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)
CIR ³	26	A	5100-1	381	(400-1)	B	5180-1	461	(500-2)
		C	5180-1½	461	(500-1½)	D	5280-2	561	(600-2)
		E	5400-2½	681	(700-2½)				
	8	AB	5440-1	721	(800-1)	C	5440-2	721	(800-2)
		D	5440-2¼	721	(800-2¼)	E	5440-2½	721	(800-2½)

¹Opr 1500-2300Z Monday-Friday, except for holidays. ²No NOTAM maintenance period 1500-1900Z on the first Thursday of the month. ³Circling not authorized south of runways 8 and 30.

YUMA MCAS/YUMA INTL (KNYL), AZ (09295 USN)

ELEV 213

RADAR - (E) 120.9x 124.15x 125.55x 125.95x 254.0x 270.8x 278.7x 286.0x 301.2x 305.2x 

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS		HAT/ HAA CEIL-VIS	
PAR	3L	3.0°/54/1059	ABCDE	298-½	100	(100-½)	
	21R ¹	3.0°/54/1114	ABCDE	295-½	100	(100-½)	
ASR	3L		ABC	540-1	342	(400-1)	
			DE	540-1¼	342	(400-1¼)	
	3R ²		ABC	540-1	350	(400-1)	
			DE	540-1¼	350	(400-1¼)	
	21L		ABC	600-1	390	(400-1)	
			DE	600-1¼	390	(400-1¼)	
	21R ³		AB	620-½	425	(500-½)	
			CD	620-¾	425	(500-¾)	
			E	620-1	425	(500-1)	
CIR	3L-21R, 3R-21L		AB	700-1	484	(500-1)	
			C	700-1½	484	(500-1½)	
			D	780-2	564	(600-2)	
			E	800-2	584	(600-2)	

¹Caution - Missed app minimum obstacle climb rate 225' NM to 400' MSL.

²Caution - Lighted PAR antenna 27' AGL/217' MSL 650' from threshold, 306' left of runway centerline.

³When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles and CAT E vis to 1½ miles.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

BATTLE MOUNTAIN, NV**BATTLE MOUNTAIN (BAM)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min climb of 282' per NM to 7300 or 4700-3 for climb in visual conditions. **Rwy 12**, std. w/ a min climb of 386' per NM to 7600 or 4700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 032° to 8200 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 12**, climb heading 122° and BAM R-076 to 10000 before proceeding on course or climb in visual conditions to cross Battle Mountain Airport at or above 9100 before proceeding on course. **Rwy 21**, climb direct BAM VORTAC and BAM R-205 to 10100 before proceeding on course. **Rwy 30**, climb heading 302° and BAM R-324 to 9100 before proceeding on course.

BEAVER, UT**BEAVER MUNI**

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA-obstacles.

Rwys 13, 31, 2600-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13, 31**, climb in visual conditions to cross Beaver Muni Airport Northwestbound at or above 8300 then climb to 10100 via MLF VORTAC R-102 to MLF VORTAC. Do not exceed 210 KIAS until established on MLF VORTAC R-102.

NAME TAKE-OFF MINIMUMS

BLANDING, UT**BLANDING MUNI**

TAKE-OFF MINIMUMS: **Rwy 35**, 800-1 or std. with a min. climb of 350 feet per NM to 6700.

DEPARTURE PROCEDURE: **Rwy 17**, turn left. **Rwy 35**, turn right climb to 9000 via heading 090° and DVC R-223 to DVC VORTAC, then continue climb on course to MEA.

BRIGHAM CITY, UT**BRIGHAM CITY (BMC)****AMDT 5 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ min. climb of 325' per NM to 5300 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn heading 205° and OGD R-331 to OGD VORTAC. **Rwy 34**, climbing left turn heading 205° and OGD R-331 to OGD VORTAC or for climb in visual conditions: cross Brigham City airport southbound at or above 9200 then via OGD R-351 to OGD VORTAC.

NOTE: **Rwy 16**, poles 266' from DER, 558' right of centerline, 30' AGL/4258' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

BULLHEAD CITY, AZ

LAUGHLIN/BULLHEAD INTL (IFP)

AMDT 1 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 370' per NM to 1800, or 1700-3 for climb in visual conditions. **Rwy 34**, std. w/ a min. climb of 495' per NM to 5500, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 164° and EED VORTAC R-334 to EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **Rwy 34**, climb via heading 344° to 1600, then climbing right turn direct EED VORTAC, or for climb in visual conditions: cross Laughlin/Bullhead Intl airport at or above 2300, then continue climbing via heading 155° and EED VORTAC R-335 to EED VORTAC. **All**

Aircraft climb in EED VORTAC holding pattern (East, right turn, 257° inbound) to cross EED VORTAC at or above MEA for direction of flight before proceeding on course.

NOTE: **Rwy 16**, multiple bushes beginning 3600' from DER, left of centerline, up to 12' AGL/1029' MSL.

Rwy 34, multiple poles beginning 2211' from DER, right of centerline, up to 105' AGL/821' MSL.

CARSON CITY, NV

CARSON (CXP)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9**, use JIMPA DEPARTURE.

CASA GRANDE, AZ

CASA GRANDE MUNI

DEPARTURE PROCEDURE: **Rwy 5**, right turn. **Rwy 23**, climb direct TFD VORTAC. Continue climb in holding pattern (SW, right turn, 048° inbound) to MEA for direction of flight.

CEDAR CITY, UT

CEDAR CITY RGNL

TAKE-OFF MINIMUMS: **Rwy 8**, 3500-3 or std. with a min. climb of 450' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 20, 26**, turn right. **Rwys 2, 8**, turn left, climb direct to CDC VOR/DME, continue climb to 9000 via R-348. Northbound continue on course. All others reverse course, climb to cross CDC VOR/DME at or above MCA for direction of flight.

CHANDLER, AZ

CHANDLER MUNI

DEPARTURE PROCEDURE: **Rwy 4R**, climbing left turn heading 220°. **Rwys 22L, 22R**, climbing left turn heading 190°. **All Aircraft**, continue climb via TFD R-350 to TFD VORTAC.

NOTE: **Rwy 4L**, multiple towers and buildings beginning 69' from departure end of runway, 397' left of centerline, up to 80' AGL/1319' MSL.

CHANDLER, AZ (CON'T)

STELLAR AIRPARK

DEPARTURE PROCEDURE: **Rwy 17**, turn left, climb via heading 150°. **Rwy 35**, turn right. **All aircraft** climb via TFD R-350 direct TFD VORTAC.

NOTE: **Rwy 17**, tower and signs beginning 574' from departure end of runway, 183' right of centerline, up to 50' AGL/1124' MSL. Sign 611' from departure end of runway, 365' left of centerline, 42' AGL/1214' MSL.

COLORADO CITY, AZ

COLORADO CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA.DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwys 20, 29, turn left. **All aircraft** climb to 7400 via the 160° bearing from AZC NDB then continue climb on course.

COOLIDGE, AZ

COOLIDGE MUNI

DEPARTURE PROCEDURE: **Rwys 5, 35**, climbing left turn heading 280° to intercept TFD R-063, then via R-063 to TFD VORTAC before proceeding on course. **Rwy 17**, climbing right turn heading 240° to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course. **Rwy 23**, climb runway heading to intercept TFD R-090, then via R-090 to TFD VORTAC before proceeding on course.

DAVIS-MONTHAN AFB (KDMA)

TUCSON, AZ.07186

Diverse departures not authorized, use published departure procedure for obstacle avoidance.

TAKE-OFF OBSTACLES: **Rwy 12**: Terrain 0' AGL/2707' MSL, 81' from DER, 500' left of centerline. Terrain 0' AGL/2707' MSL, 46' from DER, 512' left of centerline. Terrain 0' AGL/2707' MSL, 16' from DER, 500' left of centerline. Terrain 0' AGL/2706' MSL, 0' from DER, 200' left of centerline. **Rwy 30**: Terrain 0' AGL/2592' MSL, 0' from DER, 106' left of centerline. Terrain 0' AGL/2592' MSL, 7' from DER, 97' left of centerline. Terrain 0' AGL/2592' MSL, 0' from DER, 484' right of centerline. Terrain 0' AGL/2592' MSL, 13' from DER, 493' right of centerline. Vehicle 11' AGL/2615' MSL, 1017' from DER, 477' left of centerline. Terrain 0' AGL/2612' MSL, 237' from DER, 590' left of centerline.

DELTA, UT

DELTA MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 412' per NM to 6600, or 1800-3 for climb in visual conditions. Climb in visual conditions NA at night. **Rwy 12**, NA-terrain. **Rwy 30**, NA-airspace.

DEPARTURE PROCEDURE: **Rwy 17**, climb via DTA VORTAC R-347 to DTA VORTAC, or climb in visual conditions to cross departure end of runway southbound at or above 6400, then via DTA VORTAC R-347 to DTA VORTAC, thence... **Rwy 35**, climb via heading 346° to 5800, then climbing left turn via heading 180° and DTA VORTAC R-310 to DTA VORTAC, thence...
...climb in holding pattern (hold south, left turn, 004° inbound) to cross DTA VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 17**, trees 1598' from departure end of runway, 62' right of centerline, 60' AGL/4799' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

DOUGLAS BISBEE, AZ**BISBEE- DOUGLAS INTL**

DEPARTURE PROCEDURE: Climb to 5700 in holding pattern, right turn to 140 inbound DUG VORTAC, then assigned route. CAT C,D turbojets climb not to exceed 250 kts. to 8000.

DUCHESNE, UT**DUCHESNE MUNI**

DEPARTURE PROCEDURE: Climb direct to MTU VORTAC to depart at or above 7200 eastbound or 10000 westbound.

ELKO, NV**ELKO RGNL**

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. with a min. climb of 330' per NM to 8000. **Rwy 23**, 2500-3 or std. with a min. climb of 340' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 6000, then climbing right turn direct BQU VOR/DME, then...

Rwy 23, (V32 Southwest) climb to 6000, then climbing left turn heading 200° to intercept BQU R-241 (V32).

Rwy 23, all others climb runway heading to 6000, then climbing left turn direct BQU VOR/DME, then... climb in BQU VOR/DME holding pattern (S, left turns, 340° inbound) to cross BQU VOR/DME at the MEA/MCA/MOCA for direction of flight.

ELY, NV**ELY AIRPORT-YELLAND FIELD**

TAKE-OFF MINIMUMS: **Rwys 30,36**, 3000-2 or std. with a min. climb of 700' per NM to 10000.

DEPARTURE PROCEDURE: **Rwys 12,30,36**, right turn; **Rwy 18**, straight ahead; intercept. ELY VOR/DME R-150 to 10000. Aircraft departing on V293 southeast climb on course to MEA. Departures V269 or V293 northbound, reverse course to the left, continue climb to cross ELY VOR/DME at or above 12000.

FALLON, NV**FALLON MUNI**

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 21**, turn right.

Rwys 3,13,31, turn left. All departures climb via HZN R-075 to HZN VORTAC. Climb in holding pattern (W, right turns, 075° inbound) to depart HZN VORTAC at or above: R-240 CWR-149, 8000; R-150 CWR-239, 9000. Continue climb on course to MEA or assigned altitude.

FALLON NAS (KNFL)**FALLON, NV**

Diverse departures not authorized.

FLAGSTAFF, AZ**FLAGSTAFF PULLIAM**

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. Aircraft departing FLG R-160 CWR-175 climb on course. All others climb southbound on FLG R-172 to 9000, then climbing left turn direct FLG VOR/DME.

FORT HUACHUCA-SIERRA VISTA, AZ**SIERRA VISTA MUNI-LIBBY AAF**

TAKE-OFF MINIMUMS: **Rwy 21**, NA.

DEPARTURE PROCEDURE: **Rwys 3,8,12**, turn left.

Rwys 26,30, turn right. All aircraft climb to 9500 to TOMBS Int via FHU VOR R-019 or 018° bearing from DAO NDB.

GLENDALE, AZ**GLENDALE MUNI**

TAKE-OFF MINIMUMS: **Rwy 19**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 1**, Use DRAKE (RNAV) DEPARTURE.

GLOBE, AZ**SAN CARLOS APACHE (P13)**

ADMT 2 08101 (FAA)

DEPARTURE PROCEDURE: Use IZTIR DEPARTURE.

GOODYEAR, AZ**PHOENIX GOODYEAR**

TAKE-OFF MINIMUMS: **Rwy 3**, NA-ATC.

DEPARTURE PROCEDURE: **Rwy 21**, Use POTER DEPARTURE.

GRAND CANYON, AZ**GRAND CANYON NATIONAL PARK**

TAKE-OFF MINIMUMS: **Rwy 3**, NA-environmental.

DEPARTURE PROCEDURE: **Rwy 21**, use GRAND DEPARTURE.

HEBER CITY, UT**HEBER CITY MUNI-RUSS MCDONALD FIELD**

DEPARTURE PROCEDURE: **Rwy 3**, Use COOLI RNAV DEPARTURE.

HILL AFB (KHIF)**OGDEN, UT**

Diverse departures not authorized, use radar vectors or published Departure Procedures (DP) for obstacle avoidance.

HUNTINGTON, UT**HUNTINGTON MUNI (69V)**

AMDT 2A 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18,26,36**, NA. **Rwy 30**, 1700-3 or std. with a min. climb of 300' per NM to 8100.

DEPARTURE PROCEDURE: **Rwys 8,12**, climbing left turn direct PUC VOR/DME...

Rwy 30, climbing right turn direct PUC VOR/DME.... continue climb in PUC VOR/DME holding pattern (hold S, right turns, 009° inbound) to MEA for direction of flight.

NOTE: **Rwy 8**, tree 2663' from DER, 922' left of centerline, 40' AGL/5979' MSL. **Rwy 12**, tree 333' from DER, 132' right of centerline, 40' AGL/5919' MSL.

Rwy 30, tree 2065' from DER, 875' left of centerline, 40' AGL/5999' MSL.

KANAB, UT**KANAB MUNI**

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 316' per NM to 7200.

NOTE: Use KACIR ONE RNAV DEPARTURE.

KINGMAN, AZ**KINGMAN**

TAKE-OFF MINIMUMS: **Rwys 3, 17, 21, 35**, 800-1 or std. with a min. climb of 210' per NM to 7000.

DEPARTURE PROCEDURE: Climb northbound on IGM R-010 until reaching 6000; reverse course to the left and continue climb to 9000 direct to IGM. If unable to cross IGM at 9000 continue climb in IGM holding pattern (SW, left turns, 027° inbound).

LAGUNA AAF (LGF)**YUMA PROVING GROUND, AZ (03247)**

Rwy 6, 18, 36 turn right, climb to 3600 direct BZA VORTAC.

Rwy 24 climb to 3600 direct to BZA VORTAC.

TAKE-OFF OBSTACLES:

Rwy 18: 386' (6' AGL) windsock, 818' from departure end of rwy, 194' left of centerline.

LAKE HAVASU CITY, AZ**LAKE HAVASU CITY**

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1½ or std. w/ min. climb of 278' per NM to 1200. **Rwy 32**, 600-1½ or std. w/ min. climb of 492' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn heading 300° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight. **Rwy 32**, climbing left turn heading 290° to intercept EED VORTAC R-155 to EED VORTAC, climb in EED VORTAC holding pattern (east, right turn, 257° inbound) to cross EED VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 14**, obstruction light on transmission tower, 1.2 NM from departure end of runway, 1885' left of centerline, 151' AGL/1027' MSL. Transmission tower 1.4 NM from departure end of runway, 1953' left of centerline, 145' AGL/1058' MSL. Bush 1080' from departure end of runway, 500' left of centerline, 31' AGL/825' MSL. Terrain 145' from departure end of runway, 347' left of centerline, 14' AGL/797' MSL. Bush 1256' from departure end of runway, 255' left of centerline, 35' AGL/818' MSL. **Rwy 32**, obstruction light on transmission tower 4052' from departure end of runway, 932' right of centerline, 180' AGL/974' MSL. Transmission tower 2504' from departure end of runway, 1009' right of centerline, 112' AGL/903' MSL.

LAS VEGAS, NV**HENDERSON EXECUTIVE**

TAKE-OFF MINIMUMS: **Rwy 17L/R**, Cat A/B std. with a min. climb of 491' per NM to 6000, or 2100-3 for climb in visual conditions, Cat C/D NA. **Rwy 35L/R**, Cat A/B std. with a min. climb of 312' per NM to 4700, or 2100-3 for climb in visual conditions, Cat C/D NA.

DEPARTURE PROCEDURE: **Rwy 17L/R**, climbing right turn via LAS R-157 to LAS VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC. **Rwy 35L/R**, climbing right turn via BLD R-257 to BLD VORTAC before proceeding on course, or for climb in visual conditions: Cross Henderson Executive Airport eastbound at or above 4500, then via BLD R-249 to BLD VORTAC.

NOTE: **Rwy 17L**, tree 5610' from departure end of runway, 82' left of centerline, 100' AGL/2739' MSL. Tree 1.9 miles from departure end of runway, 1495' left of centerline, 100' AGL/2859' MSL. **Rwy 17R**, tree 4041' from departure end of runway, 859' left of centerline, 100' AGL/2739' MSL.

MCCARRAN INTL (KLAS)

TAKE-OFF MINIMUMS: **Rwy 25R**, 200-1 or std. with a min. climb of 220' per NM to 2400.

DEPARTURE PROCEDURE: **Rwys 1L, 1R**, climbing right turn direct BLD VORTAC. **Rwys 7L, 7R**, climb via heading 075° to 3400 then climbing right turn direct BLD VORTAC. **Rwys 19L, 19R**, climbing left turn via heading 120° and BLD VORTAC R-257 to BLD VORTAC. **Rwys 25L, 25R**, climb via heading 255° to 2700 then climbing right turn direct BLD VORTAC.

NOTE: **Rwy 1L**, multiple poles, tree, and building 450' from departure end of runway, 283' left of centerline, up to 174' AGL/2132' MSL. Obstruction light on WSK 248' from departure end of runway, 224' right of centerline, 15' AGL/2104' MSL. **Rwy 1R**, multiple sign and building 1331' from departure end of runway, 448' right of centerline, up to 100' AGL/2120' MSL. **Rwy 7L**, multiple poles and trees 747' from departure end of runway, 442' right of centerline, up to 62' AGL/2062' MSL. Tree 1257' from departure end of runway, 789' left of centerline, 65' AGL/2077' MSL. **Rwy 7R**, lighted WSK 126' from departure end of runway, 290' right of centerline, 25' AGL/2051' MSL. **Rwy 19L**, multiple poles, sign and building 1394' from departure end of runway, 320' right of centerline, up to 51' AGL/2256' MSL. **Rwy 19R**, multiple poles, sign, and building 197' from departure end of runway, 125' right of centerline, up to 51' AGL/2256' MSL. Multiple pole and building 1396' from departure end of runway, 356' left of centerline, up to 47' AGL/2262' MSL. **Rwy 25L**, multiple poles, sign, and building 1003' from departure end of runway, 251' left of centerline, up to 63' AGL/2256' MSL. **Rwy 25R**, multiple poles and road 675' from departure end of runway, 17' right of centerline, up to 100' AGL/2301' MSL. Multiple poles and buildings 533' from departure end of runway, 1' left of centerline, up to 150' AGL/2469' MSL.

NORTH LAS VEGAS (VGT)**AMDT 3 08045 (FAA)**

DEPARTURE PROCEDURE: Use BOULDER CITY DEPARTURE.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

LOGAN, UT

LOGAN-CACHE

TAKE-OFF MINIMUMS: **Rwys 10,28**, NA-obstacles.

Rwy 17, 2000-3 or std. with min. climb of 270' per NM to 10000. **Rwy 35**, 1500-3 or std. with a min. climb of 270' per NM to 10000.

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via LHO VOR/DME R-097 to LHO VOR/DME...**Rwy 35**, climbing left turn via LHO VOR/DME R-055 to LHO VOR/DME...then via LHO VOR/DME R-263 to PIMIE INT, cross PIMIE INT at or above 10000.

NOTE: **Rwy 17**, lighted WSK 194' from departure end of runway, 137' right of centerline, 26' AGL/4465' MSL. Tree 1459' from departure end of runway, 229' left of centerline, 50' AGL/4495' MSL.

LOVELOCK, NV

DERBY FIELD (LOL)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 2300-2 or std. with a min. climb of 300' per NM to 6200. **Rwy 7**, 1100-1 or std. with a min. climb of 250' per NM to 5000. **Rwys 19, 25**, 2300-2 or std. with a min. climb of 260' per NM to 6200.

DEPARTURE PROCEDURE: **Rwy 1**, turn right.

Rwys 7, 19, 25, turn left, climb direct LLC VORTAC. Aircraft departing 330° CW 359° climb via LLC R-333 to ROBUD INT; 360° CW 089° climb in LLC VORTAC holding pattern (hold NW, left turns, 153° inbound) to depart LLC VORTAC at or above 8600; 090° CW 219° climb on course; 220° CW 329° climb in LLC VORTAC holding pattern to depart LLC VORTAC at or above 8600. Continue climb on course to MEA or assigned altitude.

LUKE AFB (KLUF)

GLENDAL, AZ AMDT 3, 09183

Diverse departures not authorized.

Use published DP, if unable to comply with DP notify clearance delivery and request RADAR Vectors.

TAKE-OFF OBSTACLES:

RWY 3L: Taxiing aircraft, 19' AGL/1126' MSL, 1221' from DER, 782' left of centerline. Taxiing aircraft, 19' AGL/1126' MSL, 1407' from DER, 609' left of centerline. Weather equipment, 15' AGL/1117' MSL, 759' from DER, 505' right of centerline. Weather equipment, 15' AGL/1117' MSL, 1209' from DER, 505' right of centerline. Building, 20' AGL/1127' MSL, 1620' from DER, 925' left of centerline.

RWY 21L: Taxiing aircraft, 38' AGL/1120' MSL, 1428' from DER, 774' left of centerline.

MESA, AZ

FALCON FIELD

TAKE-OFF MINIMUMS: **Rwys 4L, 4R**, std. with a min. climb of 459' per NM to 3600, or 1100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4L, 4R**, climbing left turn to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound. For climb in visual conditions cross FFZ NDB at or above 2300 then proceed via 220° bearing to PXR R-143 southeast bound. **Rwy 22L, 22R**, climb to 5000 via 220° bearing from FFZ NDB to intercept the PXR VORTAC R-143 southeast bound.

NOTE: **Rwy 4L**, light standard 416' from departure end of runway, 415' left of centerline, 48' AGL/1428' MSL. Obstacle light on building 1313' from departure end of runway, 424' left of centerline, 54' AGL/1434' MSL. **Rwy 4R**, light standard 514' from departure end of runway, 565' right of centerline, 48' AGL/1441' MSL. Tree 1097' from departure end of runway, 650' right of centerline, 50' AGL/1448' MSL. Tree 1060' from departure end of runway, 359' right of centerline, 50' AGL/1451' MSL. **Rwy 22L**, light pole 254' from departure end of runway, 538' right of centerline, 13' AGL/1382' MSL. Windmill 691' from departure end of runway, 528' right of centerline, 30' AGL/1389' MSL. Windmill 715' from departure end of runway, 603' right of centerline, 30' AGL/1389' MSL. Light pole 68' from departure end of runway, 764' right of centerline, 13' AGL/1382' MSL. Tree 175' from departure end of runway, 826' right of centerline, 13' AGL/1383' MSL. **Rwy 22R**, light pole 296' from departure end of runway, 541' right of centerline 13' AGL/1400' MSL. Light pole 495' from departure end of runway, 187' right of centerline, 13' AGL/1382' MSL. Light pole 594' from departure end of runway, 65' right of centerline, 13' AGL/1382' MSL.

MESQUITE, NV

MESQUITE

TAKE-OFF MINIMUMS: **Rwy 1**, 900-3, or std. with a min. climb of 620' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn, **Rwy 19**, climbing right turn. **All aircraft** climb direct MMM VORTAC. Aircraft departing MMM R-149 CW R-220 climb on course. All others continue climb via MMM R-196 to 6100 and reverse course to cross MMM VORTAC at or above: R-221 CW R-270 and R-331 CW R-060, 6100; R-271 CW R-330, 7300; R-061 CW R-150, 8300.

MICHAEL AAF (KDPG),

DUGWAY PROVING GROUND, UT

.....Amdt 1, 09099
Rwy 12, 4700-3*

* Or standard with minimum climb of 305 ft/NM to 6100.

DEPARTURE PROCEDURES: **Rwy 12** Climb via heading 122° to 6100, then right turn direct DPG NDB. Continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course, or for climb in visual conditions: Cross Michael AAF, Dugway Proving Ground at or above 8900 before proceeding on course. **Rwy 30** Climb via heading 302° to 6100 then left turn direct DPG NDB, continue climb in DPG NDB holding pattern (Hold W, LT, 080° inbound) to 9600 before proceeding on course.

MILFORD, UT

MILFORD MUNI/BEN AND JUDY BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 34**, CAT A,B 1200-2 or std. with a min. climb of 360' per NM to 6500. CAT C,D NA.
DEPARTURE PROCEDURE: **Rwy 16**, climb direct MLF VORTAC. **Rwy 34**, climbing left turn direct MLF VORTAC. Aircraft departing MLF R-170 CW R-210 climb on course. All other aircraft continue climb southbound via MLF R-190 to 7600, then climbing right turn to cross MLF VORTAC at or above 9000, then climb on course.

MINDEN, NV

MINDEN-TAHOE

TAKE-OFF MINIMUMS: **Rwys 12,16,30**, NA. **Rwy 34**, 4000-3 or std. with a min. climb of 531' per NM to 8700.
DEPARTURE PROCEDURE: **Rwy 34**, use MINDEN RNAV DEPARTURE.

MOAB, UT

CANYONLANDS FIELD

TAKE-OFF MINIMUMS: **Rwy 3**, std. with a min. climb of 320' per NM to 5800. **Rwy 21**, std. with a min. climb of 330' per NM to 5400.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right climb to 6700 via OAB R-293, then climbing right turn direct OAB VOR/DME. Climb in OAB holding pattern (NW, left turns, 113° inbound) to 10000 then proceed on course.
NOTE: **Rwy 3**, tree 4383' from departure end of runway, 1507' right of centerline, 50' AGL/4729' MSL. Road 1749' from departure end of runway, 905' left of centerline, 15' AGL/4635' MSL. Tree 3914' from departure end of runway, 1166' right of centerline, 50' AGL/4690' MSL. Tree 1.25 NM from departure end of runway, 400' right of centerline, 50' AGL/4758' MSL.
Rwy 21, pole 2026' from departure end of runway, 78' right of centerline, 80' AGL/4625' MSL. Pole 2061' from departure end of runway, 40' right of centerline, 80' AGL/4625' MSL. Pole 2095' from departure end of runway, 857' right of centerline, 80' AGL/4623' MSL. Pole 1980' from departure end of runway, 344' right of centerline, 80' AGL/4602' MSL.

NELLIS AFB (KLSV)

LAS VEGAS, NV

08241

Rwy 3L/R, 10,200-3* SR-SS
Rwy 21L/R, 10,200-3* SR-SS
Diverse departure not authorized.
MILITARY: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 300' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vector climb gradient, A/C must depart VFR.
* CIVIL: Use published DP, if unable to comply with DP climb gradient file appropriate DP for intended destination and notify clearance delivery and request RADAR Vectors (Climb Gradient of 330' per NM until 12,000 for RADAR Vectors). If unable to comply with RADAR Vectors climb gradient, A/C may use published weather minimums or depart VFR.
TAKE-OFF OBSTACLES: **RWY 3L**: Terrain 0' AGL/1870' MSL, 0' inward of DER, 500' left of centerline. Road 15' AGL/1934' MSL, 1321' from DER, 802' left of centerline. **RWY 3R**: C-5 on taxiway 65' AGL/1936' MSL, 1345' from DER, 822' right of centerline. Road 15' AGL/2014' MSL, 3929' from DER, 1404' right of centerline. **RWY 21L**: Trees 90' AGL/1949' MSL, 4594' from DER, 1596' right of centerline. Trees 90' AGL/1949' MSL, 4940' from DER, 541' right of centerline. Trees 60' AGL/1899' MSL 929' from DER, 724' left of centerline. Trees 60' AGL/1899' MSL, 946' from DER, 626' left of centerline. Trees 60' AGL/1899' MSL, 2720' from DER, 341' left of centerline. Trees 60' AGL/1899' MSL, 2514' from DER, 403' left of centerline.
RWY 21R: Terrain 0' AGL/1835' MSL, 0' inward of DER, 500' right of centerline. Trees 90' AGL/1949' MSL, 4594' from DER, 597' right of centerline. Building 45' AGL/1904' MSL, 2274' from DER, 1037' right of centerline. Road 15' AGL/1874' MSL, 1404' from DER, 465' right of centerline.

NOGALES, AZ

NOGALES INTL

TAKE-OFF MINIMUMS: **Rwy 3**, 5000-3 or std. with a min. climb of 350' per NM to 8000. **Rwy 21**, 5000-3 or std. with a min. climb of 300' per NM to 8500.
DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwy 21**, turn right. All aircraft climb via OLS R-276 and TUS R-176 to cross ARVEY Int at or above 10000. Continue on course to MEA or assigned altitude.

OGDEN, UT

OGDEN-HINCKLEY (OGD)

AMDT 2 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,16**, NA- Obstacles.
DEPARTURE PROCEDURE: **Rwys 3, 21, 25, 34**, Use EMONT DEPARTURE.

PAGE, AZ

PAGE MUNI (PGA)

AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, NA—obstacles **Rwy 15**, 300-1 or std. w/min. climb of 252' per NM to 6500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb via 157° heading to 6000, then climbing right turn to PGA VOR/DME. cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA, or climb in visual conditions: cross Page airport at or above 6100, before proceeding on course. **Rwy 33**, climb via 337° heading to 6000, then climbing left turn to PGA VOR/DME. Cross PGA VOR/DME at or above 7700. Continue climb in PGA VOR/DME holding pattern (hold NW, right turns, 147° inbound) to airway MEA.

NOTE: **Rwy 15**, terrain 192' from departure end of runway, 274' right of centerline, 4323' MSL, tree 1.07 NM from departure end of runway, 167' left of centerline, 4519 MSL, transmission lines 1.96 NM from departure end of runway, 825' left of centerline, 100' AGL/4519' MSL, power line 4.00 NM from departure end of runway, 3606' right of centerline, 75' AGL/4819' MSL, power line 4.35 NM from departure end of runway, 3968' right of centerline, 75' AGL/4919' MSL, power line 5.36 NM from departure end of runway, 5039' right of centerline, 75' AGL/5119' MSL, power line 4.51 NM from departure end of runway, 4136' right of centerline, 75' AGL/5019' MSL, tree 4.52 NM from departure end of runway, 1508' right of centerline, 100' AGL/5173' MSL, AAO 4.58 NM from departure end of runway, 1617' right of centerline, 200' AGL/5187' MSL, AAO 5.15 NM from departure end of runway, 4456' left of centerline, 200' AGL/5190' MSL, tree 5.56 NM from departure end of runway, 4097' right of centerline, 30' AGL/5249' MSL, AAO 5.98 NM from departure end of runway, 653' left of centerline, 200' AGL/5440' MSL.

PARKER, AZ

AVI SUQUILLA

TAKE-OFF MINIMUMS: **Rwy 1**, 800-1½. **Rwy 19**, 300-1. DEPARTURE PROCEDURE: **Rwy 19**, right turn. **Rwy 1**, left turn. Climb via R-067 to PKE VORTAC, to cross above 4500. Continue climb on course to MEA or assigned altitude.

PAYSON, AZ

PAYSON

TAKE-OFF MINIMUMS: **Rwy 6**, std. with a min. climb of 360' per NM to 9300, or 2500-3 for climb in visual conditions. **Rwy 24**, std. with a min. climb of 375' per NM to 9300, or 2500-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions: Cross Payson Airport at or above 7500, then proceed on course.

NOTE: **Rwy 24**, bush 15' from departure end of runway, 133' right of centerline, 6' AGL/5148' MSL. Tree 320' from departure end of runway, 183' right of centerline, 12' AGL/5154' MSL. Fence 85' from departure end of runway, 84' left of centerline, 4' AGL/5141' MSL. Tree 164' from departure end of runway, 126' left of centerline, 9' AGL/5147' MSL.

PHOENIX, AZ

PHOENIX-DEER VALLEY

DEPARTURE PROCEDURE: Use DEER VALLEY DEPARTURE.

PHOENIX SKY HARBOR INTL (PHX)

AMDT 4A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 26**, 700-3 or std. with a min. climb of 358' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 7L, 7R, 8**, climb via 078° heading to 3000, then climbing right turn direct PHOENIX (PXR) VORTAC. **Rwys 25L, 25R**, climb via 258° heading to 1550 then climbing right turn to join the PXR R-260 (V16) westbound, climb to 5000. **Rwy 26**, climb via 258° heading to 1550 then climbing left turn to join the PXR R-260 (V16) westbound, climb to 5000. Westbound departures continue climb on PXR R-260. All others, climbing right turn direct PXR VORTAC.

NOTE: **Rwy 7L**, building 1332' from DER, 798' left of centerline, 67' AGL/1176' MSL. **Rwy 7R**, rod 716' from DER, 184' right of centerline, 87' AGL/1196' MSL. **Rwy 8**, light standard 3530' from DER, 1207' left of centerline, 123' AGL/1232' MSL. Light standard 3479' from DER, 1003' left of centerline, 118' AGL/1227' MSL. **Rwy 25L**, light standard 1129' from DER, 774' left of centerline, 91' AGL/1200' MSL. ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGL/1135' MSL. **Rwy 26**, light 59' from DER, 63' right of centerline, 16' AGL/1125' MSL. Pole 58' from DER, 90' right of centerline, 25' AGL/1125' MSL. Light 78' from DER of runway, 64' right of centerline, 18' AGL/1127' MSL. Light 38' from DER, 440' left of centerline, 24' AGL/1135' MSL. Light standard 77' from DER, 453' left of centerline, 27' AGL/1136' MSL. Light standard 74' from DER, 456' right of centerline, 33' AGL/1142' MSL. Light standard 77' from DER, 434' right of centerline, 31' AGL/1140' MSL. Tree 113' from DER, 294' right of centerline, 24' AGL/1133' MSL. Building 2.32 NM from DER, 3309' right of centerline, 406' AGL/1496' MSL. Building 2.28 NM from DER, 3612' right of centerline, 663' AGL/1250' MSL. Tree 234' from DER, 214' right of centerline, 24' AGL/1133' MSL. Light standard 64' from DER, 68' left of centerline, 39' AGL/1125' MSL. ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGL/1141' MSL.

PHOENIX-MESA GATEWAY

TAKE-OFF MINIMUMS: **Rwys 30L, 30C, 30R**, CAT C,D,E 2000-2 or std. with a min. climb of 230' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 12L, 12C, 12R**, climb to 2500 via IWA R-122 then climbing right turn direct PXR VORTAC. **Rwys 30L, 30C, 30R**, climbing right turn to 4000 via IWA R-122 then climbing right turn direct PXR VORTAC.

PRESCOTT, AZ

ERNEST A. LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 2700-2 or std. with a min. climb of 460' per NM to 8100. **Rwy 21L**, 2700-2 or std. with a min. climb of 500' per NM to 8100. **Rwy 30**, 300-1 or std. with a min. climb of 300' per NM to 5200. **Rwy 3L, 21R, NA**.

DEPARTURE PROCEDURE: **Rwy 3R**, turn left heading 250° to intercept DRK R-305. **Rwy 12**, turn right direct DRK VORTAC. **Rwy 21L**, turn right heading 335° to intercept DRK R-305. **Rwy 30**, climb direct DRK VORTAC. **All aircraft** continue climb via DRK R-305 to 9000. Aircraft departing via DRK R-305 continue climb on course. All other aircraft turn right direct DRK VORTAC then climb on course.

PRICE, UT

CARBON COUNTY RGNL/BUCK DAVIS FLD (PUC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - per flight check **Rwy 32**, std. w/ min. climb of 425' per NM to 7000, or 3400-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 400' per NM to 7200, or 3400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb on a heading between 126° CW to 193°, thence... **Rwy 18**, climb on a heading between 192° CCW to 125°, thence... **Rwy 25**, climb on a heading between 176° CCW to 124°, thence... **Rwy 32**, climb to 7000 then climbing left turn on a heading between 175° CCW to 145°, thence... **Rwy 36**, climb to 6400 then climbing right turn on a heading between 141° CW to 184°, maintain 210K until completion of turn, thence...
...continue climb to assigned altitude for direction of flight. **Rwys 32, 36**, for climb in visual conditions cross Carbon County Rgnl / Buck Davis Field at or above 9200 before proceeding on course.

NOTE: **Rwy 14**, multiple trees beginning 121' from DER, 3' left of centerline, up to 40' AGL/5839' MSL. **Rwy 25**, trees 515' from DER, 535' right of centerline, up to 40' AGL/5879' MSL. **Rwy 32**, trees 9544' from DER, 1644' left of centerline, up to 40' AGL/6900' MSL. Trees 11332' from DER, 74' right of centerline, up to 40' AGL/6800' MSL. **Rwy 36**, poles 2599' from DER, 615' left of centerline, 40' AGL/6079' MSL. Poles 2715' from DER, 668' right of centerline, 59' AGL/6098' MSL.

PROVO, UT

PROVO MUNI

DEPARTURE PROCEDURE: Use PROVO DEPARTURE.

RENO, NV

RENO/STEAD (RTS)

AMDT 3A 09183 (FAA)

TAKE-OFF MINIMUMS: CAT A,B only, CAT C,D NA.

Rwys 8, 14, 1300-2 or std. with a min. climb of 400' per NM to 6500. **Rwy 26**, 1900-2 or std. with a min. climb of 410' per NM to 7200. **Rwy 32**, 2300-2 or std. with a min. climb of 420' per NM to 7200.

DEPARTURE PROCEDURE: **Rwys 8, 32**, climbing right turn heading 100° and FMG VORTAC R-314 to FMG VORTAC. **Rwy 14**, left turn climb direct FMG VORTAC. **Rwy 26**, climbing right turn heading 050° and FMG VORTAC R-314 to FMG VORTAC. **All aircraft** climb in FMG VORTAC holding pattern (NE, right turns, 221° inbound) to depart FMG VORTAC; R-260 CW R-170 at or above 10000; R-171 CW R-195 at or above 10500; R-196 CW R-259 at or above 12000.

RENO, NV (CON'T)

RENO/TAHOE INTL (RNO)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA-terrain. **Rwy 16L**, std. w/ min. climb of 730' per NM to 8000, or 600-1½ w/ min. climb of 480' per NM to 8000, or 2700-3 for climb in visual conditions. **Rwy 16R**, std. w/ the following minimum climb requirements: 210 knots or less, 385' per NM to 8000; more than 210 knots, 420' per NM to 8900, or 2700-3 for climb in visual conditions. Resume normal speed after passing FMG VORTAC. **Rwy 25**, std. w/ min. climb of 470' per NM to 7800, or 2700-3 for climb in visual conditions. **Rwy 34L**, std. w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions. **Rwy 34R**, std. w/ min. climb of 480' per NM to 7000, or 500-1½ w/ min. climb of 320' per NM to 7000, or 2700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16L/R**, climb heading 164° to 6600 then climbing left turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwy 25**, climb heading 254° to 5000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence... **Rwys 34L/R**, climb heading 344° to 7000 then climbing right turn direct FMG VORTAC, thence... or for climb in visual conditions: cross Reno/Tahoe Intl Airport at or above 7000 via heading 054° and FMG R-234 to FMG VORTAC, thence...

... **All aircraft**: continue climb in FMG VORTAC holding pattern (northeast, left turn, 221° inbound) to cross FMG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 16L**, multiple poles, trees, bushes and terrain beginning 618' from departure end of runway, 133' left of centerline, up to 20' AGL/4961' MSL. **Rwy 16R**, multiple trees 2784' from departure end of runway, 171' right of centerline, up to 20' AGL/4510' MSL. Multiple trees and terrain beginning 746' from departure end of runway, 380' left of centerline, up to 20' AGL/4703' MSL. **Rwy 25**, multiple trees and poles beginning 829' from departure end of runway, 201' right of centerline, up to 103' AGL/4523' MSL. Building 6023' from departure end of runway, 456' right of centerline, 152' AGL/4608' MSL. Fence 222' from departure end of runway, 270' right of centerline, up to 5' AGL/4415' MSL. Multiple trees and poles beginning 500' from departure end of runway, 31' left of centerline, up to 20' AGL/4506' MSL. **Rwy 34L**, multiple trees and poles beginning 1229' from departure end of runway, 180' right of centerline, up to 20' AGL/4498' MSL. Multiple trees beginning 1193' from departure end of runway, 331' left of centerline, up to 20' AGL/4489' MSL. **Rwy 34R**, multiple trees and poles beginning 1067' from departure end of runway, 172' right of centerline, up to 20' AGL/4497' MSL. Multiple trees and poles beginning 1230' from departure end of runway, 350' left of centerline, up to 20' AGL/4498' MSL. Building 1.2 NM from departure end of runway, 1730' right of centerline, 363' AGL/4780' MSL.

RICHFIELD, UT

RICHFIELD MUNI (RIF)

AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, use RICHFIELD (RNAV) DEPARTURE. **Rwy 19**, use HAMET (RNAV) DEPARTURE.

ROOSEVELT, UT

ROOSEVELT MUNI

TAKE-OFF MINIMUMS: **Rwy 25**, 700-3 or std. with a min. climb of 300' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 7**, turn right.

Rwy 25, turn left. **All aircraft**, climb direct MTU VORTAC. Aircraft departing MTU VORTAC R-040 CW R-150, climb on course. All others continue climb in MTU holding pattern (NE, right turns, 213° inbound) to cross MTU VORTAC; R-151 CW R-290 at or above 8000; R-291 CW R-039 at or above 10,000. Then climb on course.

SAFFORD, AZ

SAFFORD RGNL

TAKE-OFF MINIMUMS: IFR departure not authorized.

ST. GEORGE, UT

ST. GEORGE MUNI

TAKE-OFF MINIMUMS: **Rwy 34**, 1500-2 or std. with a min. climb of 325' per NM to 4000.

DEPARTURE PROCEDURE: **Rwy 16**, turn left. **Rwy 34**, turn right. Climb in OZN VOR/DME holding pattern (hold SE, right turns, 296° inbound) to depart OZN VOR/DME at or above MEA for direction of flight.

ST. JOHNS, AZ

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

AMDT 1A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 400-2 or std. with a min. climb of 205' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 3, 32**, climbing right turn, **Rwys 14, 21**, climbing left turn. **All aircraft**, climb direct SJN VORTAC. Aircraft departing SJN VORTAC R-240 CW R-080 climb on course. All others continue climb in SJN VORTAC holding pattern (Hold NE, right turns, 239° inbound) to cross SJN VORTAC at or above 9000.

NOTE: **Rwy 14**, 5790' tower 350' right abeam departure end of runway.

SALT LAKE CITY, UT

SALT LAKE CITY INTL (SLC)

AMDT 10 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA, operational.
 DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 10000 via heading 161° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwy 17**, climb to 10000 via heading 166° and FFU R-341 to FFU VORTAC before proceeding on course. **Rwys 34L, 34R**, climb to 9000 via heading 341° and OGD R-153 to OGD VORTAC before proceeding on course. **Rwy 35**, climb to 9000 via heading 336° and OGD R-153 to OGD VORTAC before proceeding on course.

NOTE: **Rwy 16L**, vehicle 124' from DER, 14' right of centerline, 15' AGL/4239' MSL. Light pole 988' from DER, 726' right of centerline, 34' AGL/4254' MSL. Pole 1024' from DER, 689' right of centerline, 34' AGL/4254' MSL. **Rwy 17**, vehicles beginning 335' from DER, on centerline, up to 17' AGL/4241' MSL. **Rwy 34R**, post 13' from DER, 349' right of centerline, 3' AGL/4227' MSL. **Rwy 35**, post 56' from DER, 249' left of centerline, 2' AGL/4220' MSL.

SOUTH VALLEY RGNL AIRPORT (U42)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 2400-3 or std. with a min. climb of 295' per NM to 7700. **Rwy 34**, std. with a min. climb of 353' per NM to 9500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing left turn to 9600 via heading 136° and V21 (TCH R-161 FFU R-341) to FFU VORTAC. Aircraft departing FFU R-156 CW R-263 and R-308 CW R-359 climb on course. All others continue climb in FFU VORTAC holding pattern (S, right turns, 008° inbound) to cross FFU VORTAC at or above: R-360 CW R-093 12400; R-094 CW R-138 10600; R-139 CW R-155 11300; R-264 CW R-307 11500. **Rwy 34**, climbing right turn to 9500 via heading 026° and V21 (TCH R-161) to TCH VORTAC. Aircraft departing TCH R-144 CW R-176 and R-217 CW R-355 climb on course. All others continue climb in TCH VORTAC holding pattern (NW, right turns, 116° inbound) to cross TCH VORTAC at or above: R-356 CW R-116 10700; R-117 CW R-143 11600; R-177 CW R-216 10100.

SCOTTSDALE, AZ

SCOTTSDALE (SDL)

AMDT 7 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ min climb of 440' per NM to 4000, or 3100-3 for climb in visual conditions. **Rwy 21**, std. w/ min. climb of 215' per NM to 4000, or 3100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn to 4000 via heading 220° and PXR VORTAC R-336 southeast bound to PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course. **Rwy 21**, climbing right turn to 4000 via heading 300° and PXR VORTAC R-336 northwest bound then left turn direct PXR VORTAC. Thence...

Or, for climb in visual conditions: cross Scottsdale airport at or above 4500 MSL before proceeding on course.

...continue climb on course.

NOTE: **Rwy 3**, multiple light standards beginning 63' from departure end of runway, 445' left of centerline, up to 44' AGL/1554' MSL. Hoist on dike 878' from departure end of runway, 735' left of centerline, 51' AGL/1561' MSL. Dike beginning 1066' from departure end of runway, 316' left of centerline, 38' AGL/1548' MSL. Day marker on dike 1230' from departure end of runway, 5' left of centerline, 39' AGL/1549' MSL. Tree, 269' from departure end of runway, 490' left of centerline, 13' AGL/1523' MSL. Tree 51' from departure end of runway, 279' left of centerline, 6' AGL/1516' MSL. Tree 765' from departure end of runway, 115' left of centerline, 22' AGL/1532' MSL. Road beginning 647' from departure end of runway, 296' left of centerline, 19' AGL/1529' MSL. Tree 227' from departure end of runway, 97' left of centerline, 6' AGL/1516' MSL. Fence beginning 5' from departure end of runway, 338' right of centerline, 6' AGL/1511' MSL. Light standard, 1013' from departure end of runway, 430' right of centerline, 44' AGL/1552' MSL. **Rwy 21**, tree 1072' from departure end of runway, 426' right of centerline, 53' AGL/1497' MSL. Building 316' from departure end of runway, 537' right of centerline, 23' AGL/1467' MSL. Tree 2087' from departure end of runway, 418' left of centerline, 61' AGL/1505' MSL. Tree 1432' from departure end of runway, 438' right of centerline, 38' MSL/1482' MSL. Tree 2234' from departure end of runway, 559' left of centerline, 58' AGL/1502' MSL.

SEDONA, AZ

SEDONA (SEZ)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, NA- Obstacles.

DEPARTURE PROCEDURE: **Rwy 21**, Use OATES RNAV DEPARTURE.

SHOW LOW, AZ

SHOW LOW RGNL

DEPARTURE PROCEDURE: **Rwys 3, 6**, turn left.

Rwys 21, 24, turn right. All aircraft climb via 345 bearing from SOW NDB to DEHOG INT then climb on course.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

SPRINGERVILLE, AZ

SPRINGERVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 1000-2 or std. with a min. climb of 360' per NM to 8400.

DEPARTURE PROCEDURE: **Rwys 3, 11**, climbing left turn to 8400 via heading 360° before proceeding on course. **Rwys 21, 29**, climbing right turn to 8400 via 360° before proceeding on course.

TAYLOR, AZ

TAYLOR MUNI

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 248' per NM to 6100.

DEPARTURE PROCEDURE: **Rwy 3/21**, climb on runway heading to 8000 before turning on course.

TONOPAH, NV

TONOPAH

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA. **Rwys 15, 33**, 2600-2 or std. with a min. climb of 260' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 15**, turn left. **Rwy 33**, turn right. Climb direct TPH VORTAC. Continue climb in holding pattern (NE, right turns, 246° inbound) to depart TPH VORTAC at or above 8000. Climb on course to MEA or assigned altitude.

TOOELE, UT

BOLINDER FIELD-TOOELE VALLEY

TAKE-OFF MINIMUMS: **Rwy 17**, std. with a min. climb of 490' per NM to 11000. **Rwy 35**, std. with a min. climb of 360' per NM to 9000.

DEPARTURE PROCEDURE: Use STACO DEPARTURE.

NOTE: **Rwy 17**, tree 794' from departure end of runway, 277' right of centerline, 35' AGL/4380' MSL. Tree 967' from departure end of runway, 432' right of centerline, 35' AGL/4394' MSL. Tree 1023' from departure end of runway, 313' right of centerline, 35' AGL/4395' MSL.

TUCSON, AZ

MARANA RGNL

TAKE-OFF MINIMUMS: **Rwys 3, 12**, N/A-Obstacles DEPARTURE PROCEDURE: **Rwy 21**, climb to 6500 via heading 360° and TUS R-308 to TOTEC Int/TUS 57 DME, then as filed. **Rwy 30**, climb to 6500 via heading 303° intercept TUS R-308 above 3500, to TOTEC INT/TUS 57 DME, then as filed.

NOTE: **Rwy 21**, road 192' from departure end of runway, 527' left of centerline 15' AGL/2034' MSL.

RYAN FIELD

DEPARTURE PROCEDURE: **Rwy 6R**, turn right; **Rwy 24L**, turn left direct to Ryan NDB. Continue climb in holding pattern (W, right turn 090° inbound) to 5000 before proceeding on course.

TUCSON, AZ (CON'T)

TUCSON INTL (TUS)

AMDT 4A 08241 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ min. climb of 228' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 3, 29L, 29R**, climbing right turn direct to TUS VORTAC. **Rwys 11L, 11R** climb via runway heading to 4000 then climbing left turn direct TUS VORTAC. **Rwy 21**, climbing left turn direct to TUS VORTAC. **All aircraft** continue climbing in holding pattern (NW, right turns, 128° inbound) to depart TUS VORTAC at or above 9000.

NOTE: **Rwy 3**, tower 9215' from departure end of runway, 1689' left of centerline, 246' AGL/2831' MSL.

VERNAL, UT

VERNAL RGNL

TAKE-OFF MINIMUMS: **Rwy 16**, 1500-2 or std with a min. climb of 250' per NM to 7000'. **Rwy 25**, 1500-2 or std. with a min. climb of 390' per NM to 7000. **Rwy 34**, 1600-2 or std. with a min. climb of 330' per NM to 7000'.

DEPARTURE PROCEDURE: **Rwys 7, 34**, turn right. **Rwys 16, 25**, turn left. **All aircraft** climb direct VEL. Aircraft departing V391 S-bound climb on course. All others climb in holding pattern (SE, right turns, 322° inbound). Aircraft SW-bound V208 depart VEL at or above 8400', all others depart VEL at or above 9500'. Continue climb on course to MEA or assigned altitude.

WENDOVER, UT

WENDOVER

TAKE-OFF MINIMUMS: **Rwy 26**, standard with a min. climb of 300' per NM to 7000. **Rwy 30**, NA.

DEPARTURE PROCEDURE: **Rwys 8, 12, 26**, climbing left turn direct BVL VORTAC. Aircraft departing BVL VORTAC R-330 CW R-150 climb on course. All others continue climb in BVL VORTAC holding pattern (Hold NE right turns, 247° inbound) to cross at or above 7400, then climb on course.

WILLCOX, AZ

COCHISE COUNTY

DEPARTURE PROCEDURE: **Rwy 3**, turn right. **Rwy 21**, turn left. **All aircraft** climb direct CIE VORTAC.

WINDOW ROCK, AZ

WINDOW ROCK

TAKE-OFF MINIMUMS: **Rwy 2**, 700-2 or std. with a min. climb of 500' per NM to 8000. **Rwy 20**, 600-2 or std. with a min. climb of 260' per NM to 8200.

DEPARTURE PROCEDURE: **Rwy 2**, turn right.

Rwy 20, turn left direct to GUP VORTAC before proceeding on course.

NOTE: **Rwy 2**, terrain 3832' from departure end of runway, 1025' right of centerline, 6926' MSL. Poles 5220' from departure end of runway, 245' right of centerline, 180' AGL/6922' MSL. Tower 7067' from departure end of runway, 3072' left of centerline, 71' AGL/7316' MSL. Terrain 7449' from departure end of runway, 1612' left of centerline, 6991' MSL. Terrain 8776' from departure end of runway, 1851' left of centerline, 7109' MSL. Tree 9665' from departure end of runway, 1326' right of centerline, 7340' MSL. Tree 11326' from departure end of runway, 355' left of centerline, 7351' MSL. **Rwy 20**, trees 1018' from departure end of runway, 620' left of centerline, 30' AGL/6768' MSL.

WINNEMUCCA, NV

WINNEMUCCA MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 2500-2 or std. with a min. climb of 450' per NM to 6800. **Rwys 14,20**, 3200-2 or std. with a min. climb of 520' per NM to 7500.

DEPARTURE PROCEDURE: **Rwys 14,20**, turn right.

Rwy 2, turn left. **Rwy 32**, climb straight ahead. All aircraft climb via INA R-326 to 6700 or above within 12 NM, then climbing left turn return to INA VOR/DME via R-326. Continue climb in INA VOR/DME holding pattern (hold NW, right turns, 146° inbound) to depart INA VOR/DME at or above 11000. Southbound aircraft continue via INA R-146 direct Fesko Int. Northbound aircraft continue via INA R-326 and SDO R-144 direct SDO VORTAC.

YUMA MCAS/ YUMA INTL(KNYL)

YUMA, AZ.08213

Climb direct to BZA VORTAC, thence on course.

AIRPORT DIAGRAM

AL-6967 (FAA)

BULLHEAD CITY/ LAUGHLIN/ BULLHEAD INTL (IFP)
BULLHEAD CITY, ARIZONA

AWOS-3
119.825
BULLHEAD TOWER ★
123.9
GND CON
118.25

FIELD
ELEV
701

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

D

35°10.0'N

ELEV
625

91

A1

1.0% UP

163.8°

FIRE
STATION

TERMINAL

RWY 16-34
S75, D200, DT400

△ 897

35°09.5'N



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

7500 X 150

A4

A5

A5

CONTROL
TOWER

35°09.0'N

A6

3.43.8°

34

A7

A8

ELEV
699

114°34.0'W

114°33.5'W

114°33.0'W

APP CRS
164°

Rwy Idg
TDZE
Apt Elev

7500
688
701

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

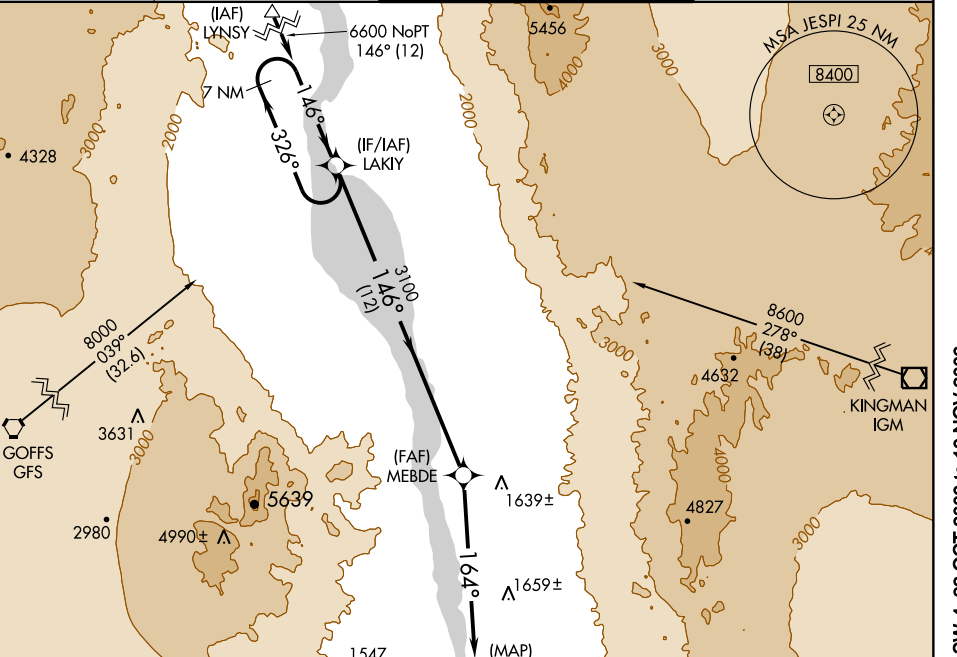
▼

▲

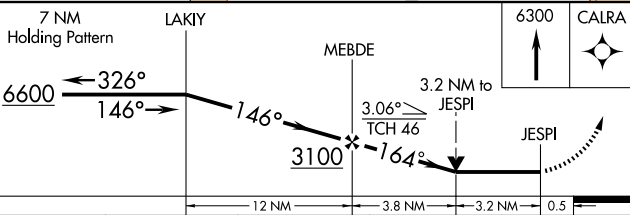
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles
altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 6300 direct CALRA and hold,
continue climb-in-hold to 6300.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER★ 123.9 (CTAF) 0	GND CON 118.25
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MISSED APCH FIX



CATEGORY	A	B	C	D
LNNAV MDA	1840-1¼ 1152 (1200-1¼)	1840-1½ 1152 (1200-1½)	1840-3 1152 (1200-3)	
CIRCLING	1840-1¼ 1139 (1200-1¼)	1840-1½ 1139 (1200-1½)	1840-3 1139 (1200-3)	

ELEV 701

REIL Rwy 16 and 34
MRL Rwy 16-34

SW-4. 22 OCT 2009 to 19 NOV 2009

WAAS CH 82602 W34A	APP CRS 344°	Rwy Idg 7000 TDZE 699 Apt Elev 701
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RNAV (GPS) RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

T Circling to Rwy 16 NA at night.
A DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Needles altimeter setting and increase LPV DA 94 feet and all MDA 100 feet.
VDP NA when using Needles altimeter setting.

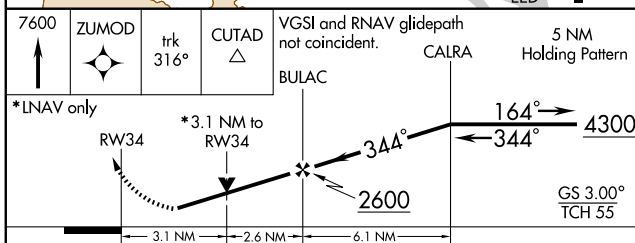
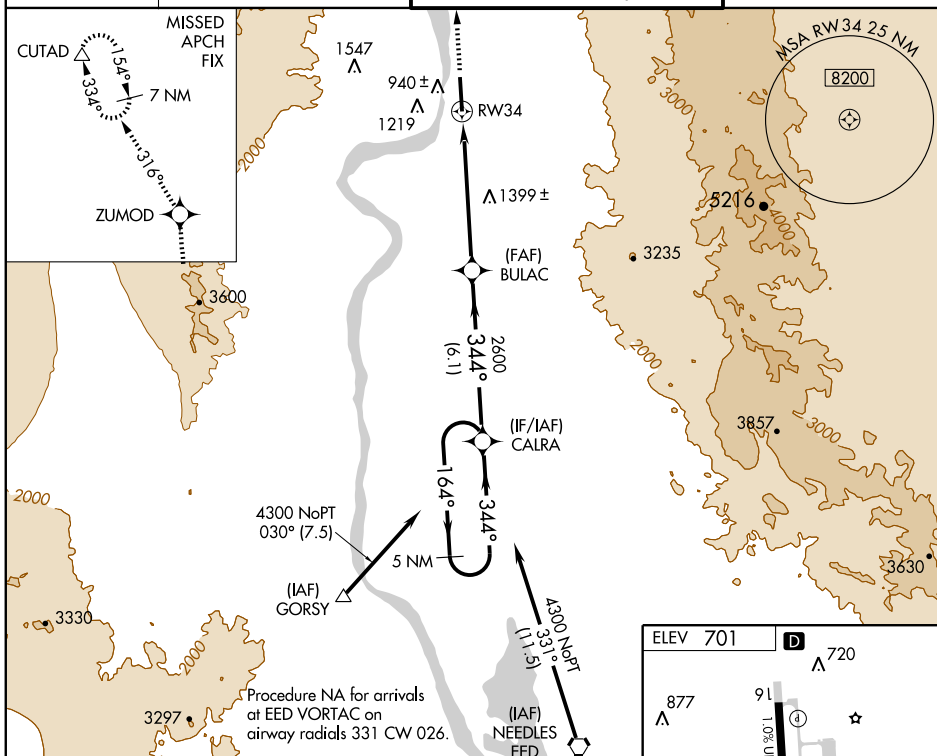
MISSED APPROACH: Climb to 7600 direct ZUMOD and via track 316° to CUTAD and hold, continue climb-in-hold to 7600.

AWOS-3
119.825

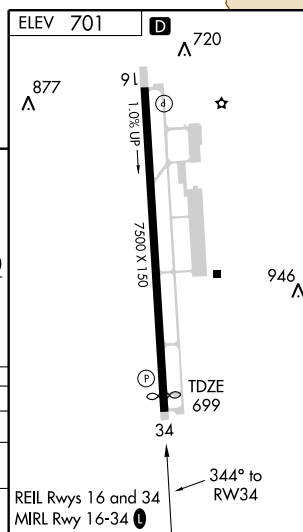
LOS ANGELES CENTER
134.65 360.65

LAUGHLIN/BULLHEAD TOWER★
123.9 (CTAF)

GND CON
118.25



CATEGORY	A	B	C	D
LPV DA	1344-2½ 645 (700-2½)			
RNAV MDA	1740-1¼ 1041 (1100-1¼)	1740-1½ 1041 (1100-1½)	1740-3	1041 (1100-3)
CIRCLING	1740-1¼ 1039 (1100-1¼)	1740-1½ 1039 (1100-1½)	1740-3 1039 (1100-3)	1800-3 1099 (1100-3)



VORTAC EED

115.2

Chan 99

APP CRS

335°

Rwy Idg

7000

TDZE

699

Apt Elev

701

VOR/DME RWY 34

BULLHEAD CITY/LAUGHLIN/BULLHEAD INTL (IFP)

⚠

⚠

Circling to Rwy 16 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 6000 via heading 120° and EED VORTAC R-344 to EED VORTAC and hold.

AWOS-3 119.825	LOS ANGELES CENTER 134.65 360.65	LAUGHLIN/BULLHEAD TOWER ★ 123.9 (CTAF) 0	GND CON 118.25
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	<div>6000</div> <div><div>↻ 120°</div><div>EED R-344</div></div>	<div>EED</div> <div>115.2</div>	<div>BORYU</div> <div>EED 10</div>	<div>VORTAC</div> <div>One Minute Holding Pattern</div>
	<div>BEPME</div> <div>EED 22.1</div>	<div>AGGID</div> <div>EED 16.2</div>	<div>3100</div>	<div>155°</div> <div>6000</div>
	<div>3.21°</div> <div>TCH 45</div>	<div>5000</div>	<div>335°</div>	<div>155°</div> <div>6000</div>
	<div>1 NM</div>	<div>5.9 NM</div>	<div>6.2 NM</div>	<div>10 NM</div>
CATEGORY	A	B	C	D
S-34	2840-1¼ 2141 (2200-1¼)	2840-1½ 2141 (2200-1½)	2840-3	2141 (2200-3)
CIRCLING	2840-1¼ 2139 (2200-1¼)	2840-1½ 2139 (2200-1½)	2840-3	2139 (2200-3)

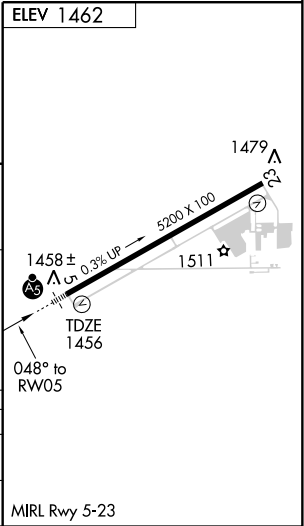
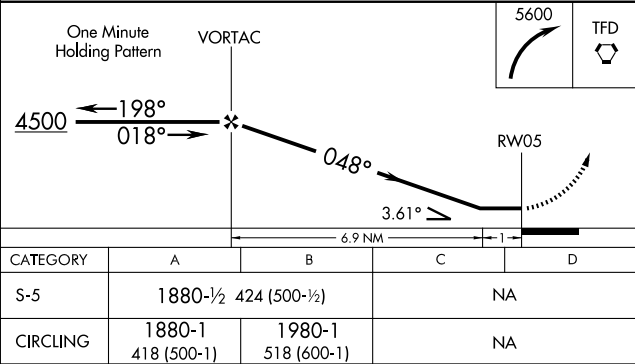
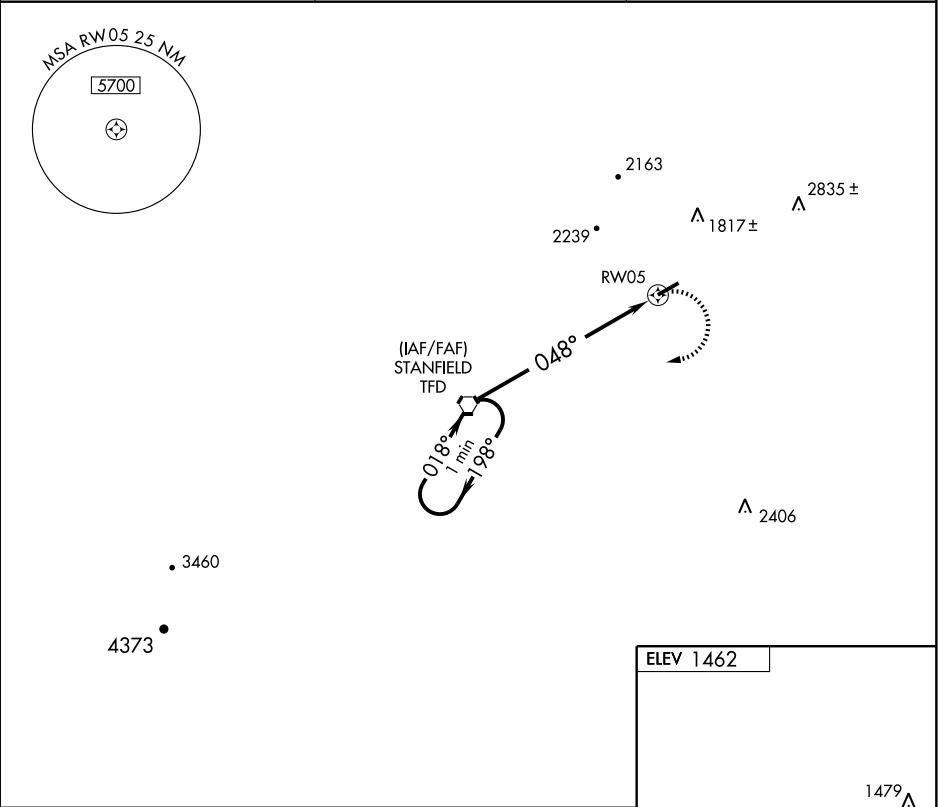
SW-4. 22 OCT 2009 to 19 NOV 2009

APP CRS 048°	Rwy Idg TDZE Apt Elev	5200 1456 1462
------------------------	-----------------------------	---

GPS RWY 5
CASA GRANDE MUNI (CGZ)

 NA	MALSR 	MISSED APPROACH: Climbing right turn to 5600 direct TFD VORTAC and hold.
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AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
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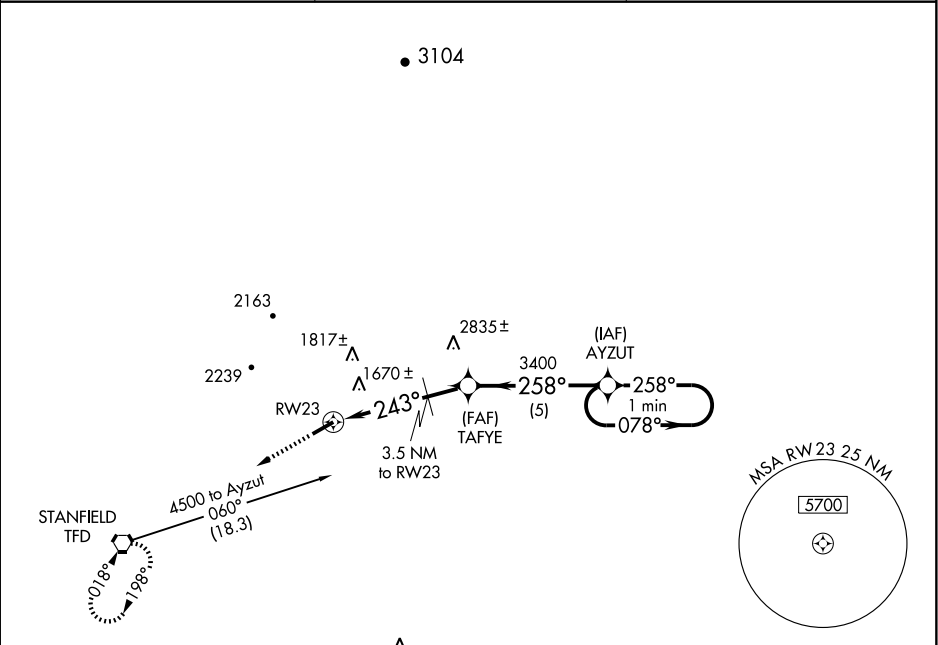


APP CRS 243°	Rwy Idg 5200 TDZE 1462 Apt Elev 1462
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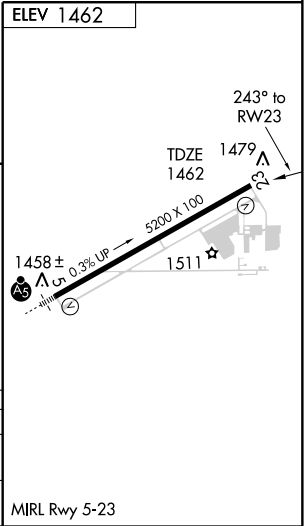
GPS RWY 23
CASA GRANDE MUNI (CGZ)

 	MISSED APPROACH: Climb to 5600 direct TFD VORTAC and hold.
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AWOS-3 132.175	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.7 (CTAF) 0
--------------------------	--	---------------------------------

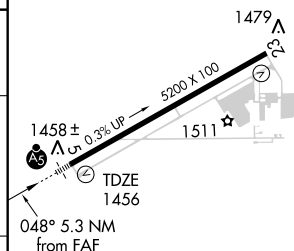
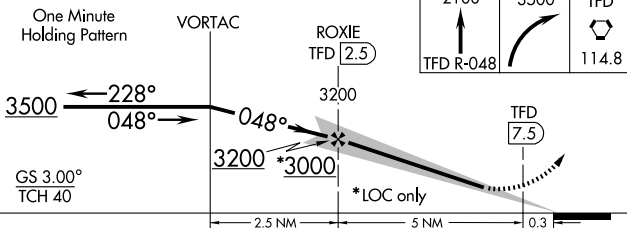
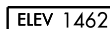
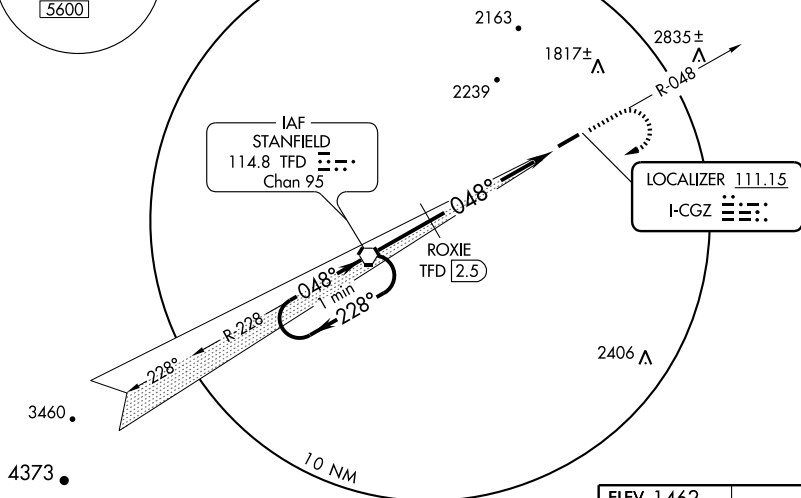
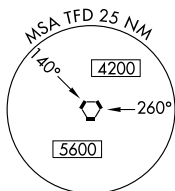


ELEV 1462				
CATEGORY	A		B	D
S-23	1840-1 378 (400-1)		NA	
CIRCLING	1840-1 378 (400-1)		1980-1 518 (600-1)	



MISSED APPROACH: Climb to 2100 via TFD VORTAC R-048 then climbing right turn to 3500 direct to TFD VORTAC and hold.

UNICOM
122.7 (CTAF) **L**



CATEGORY	A	B	C	D
S-ILS 5	1741- $\frac{1}{2}$	285 (300- $\frac{1}{2}$)	NA	
S-LOC 5	1840- $\frac{1}{2}$	384 (400- $\frac{1}{2}$)	NA	
CIRCLING	1900-1 438 (500-1)	1920-1 458 (500-1)	NA	

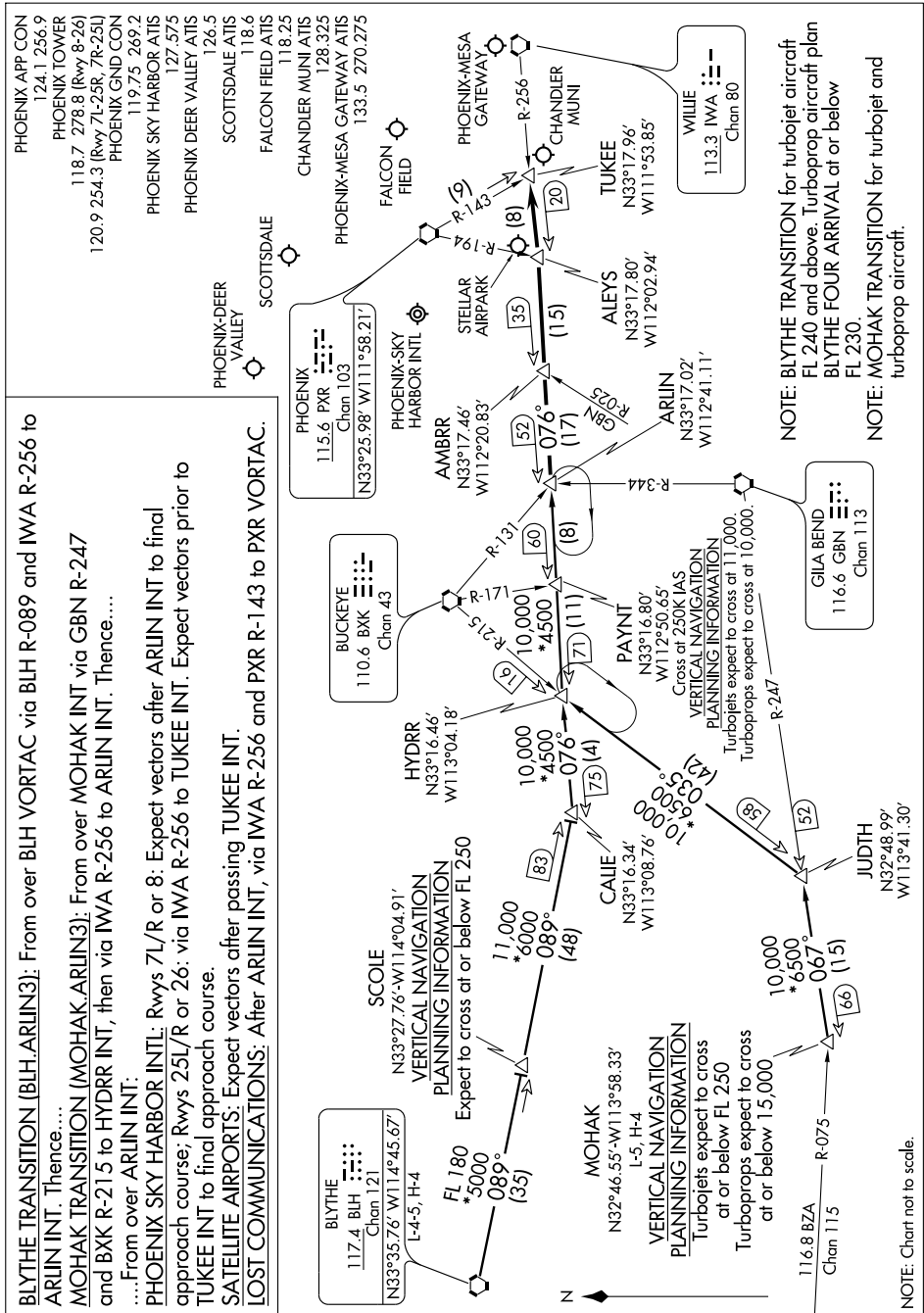
Knots	60	90	120	150	180
Min:Sec					



ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

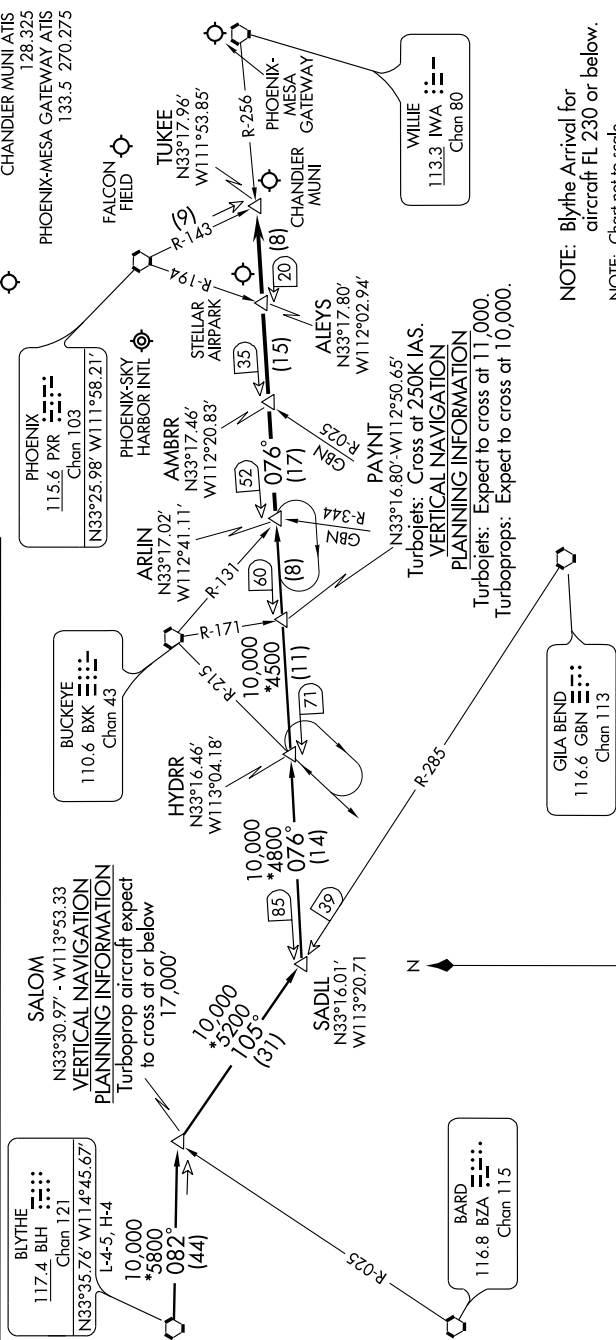
PHOENIX, ARIZONA

BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. ThenceFrom over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to find approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to find approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.

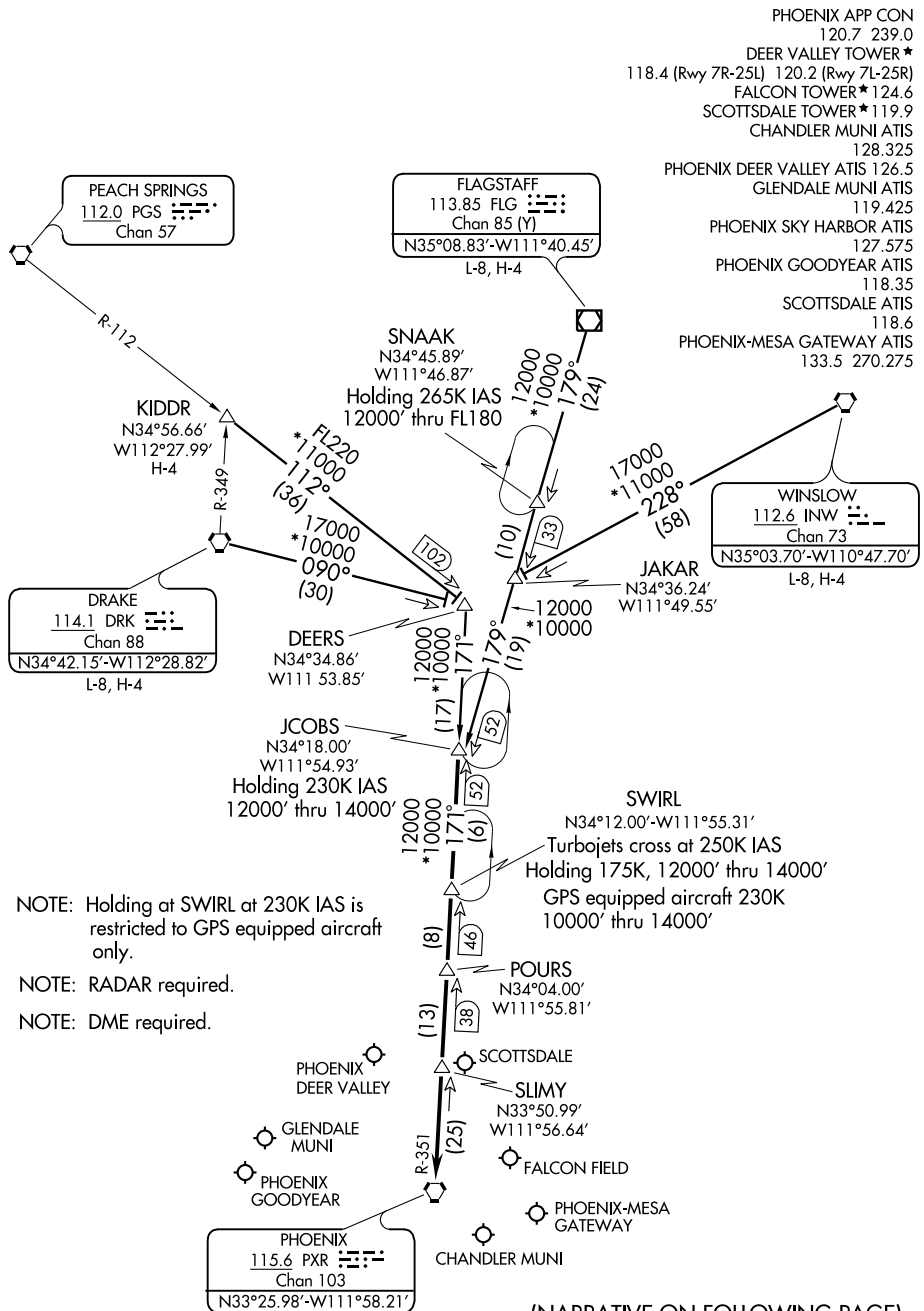


NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

NDB RWY 4R
CHANDLER MUNI (CHD)

NDB	CHD	APP CRS	Rwy Idg	4870
407		050°	TDZE	1239
			Apt Elev	1243

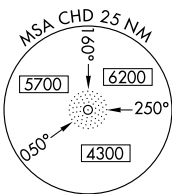
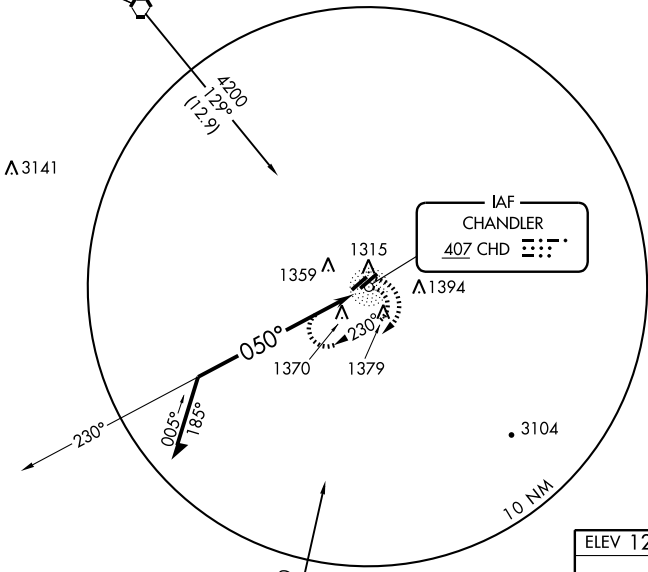
When VGSI inoperative, circling Rwy 4L NA at night.

MISSED APPROACH: Climbing right turn to 3000 in CHD holding pattern.

ATIS	PHOENIX APP CON	CHANDLER TOWER*	GND CON	UNICOM
128.325	123.7 363.0	126.1 (CTAF) 133.1 (North and West) (South and East)	124.4	122.95

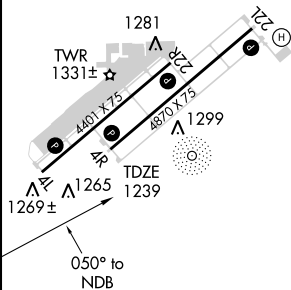
PHOENIX
115.6 PXR
Chan 103

Λ 2728 3312 3381

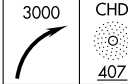
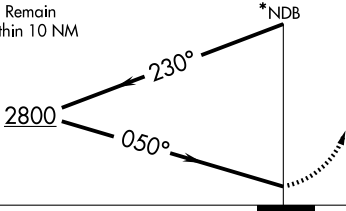


STANFIELD
114.8 TFD
Chan 95

ELEV 1243



Remain within 10 NM



* Maintain 3400 or above until established outbound for procedure turn.

CATEGORY	A	B	C	D
S-4R	1780-1 541 (600-1)		1780-1½ 541 (600-1½)	NA
CIRCLING	1780-1 538 (600-1)		1780-1½ 538 (600-1½)	NA

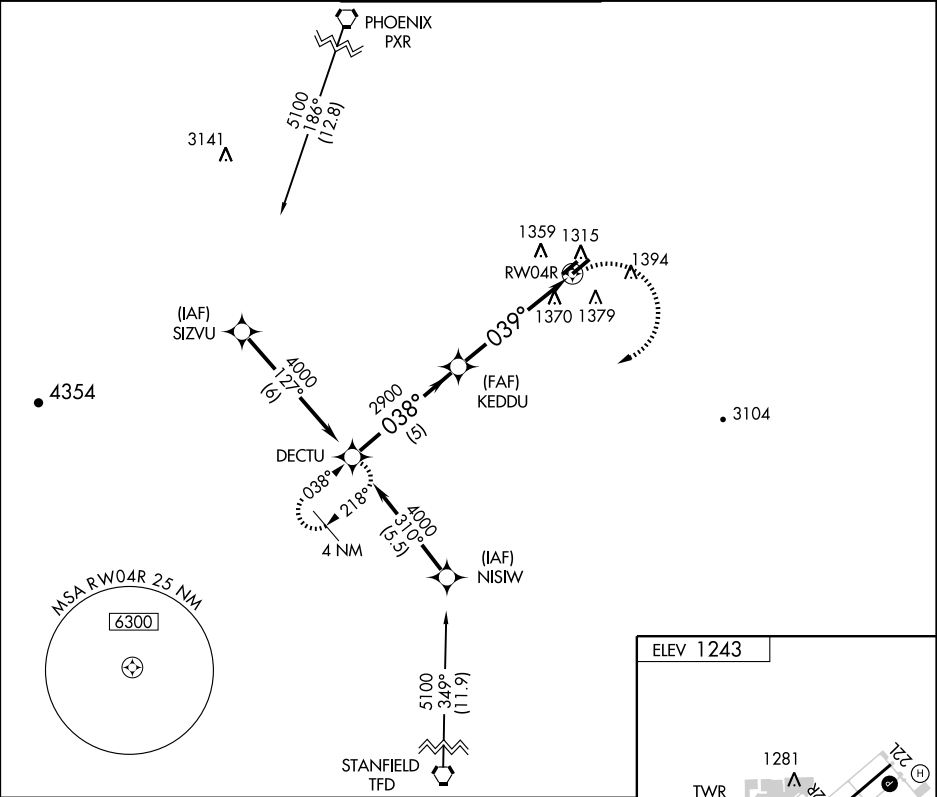
REIL Rwy 4R and 22L
MIRL Rwy 4L-22R and 4R-22L

RNAV (GPS) RWY 4R
CHANDLER MUNI (CHD)

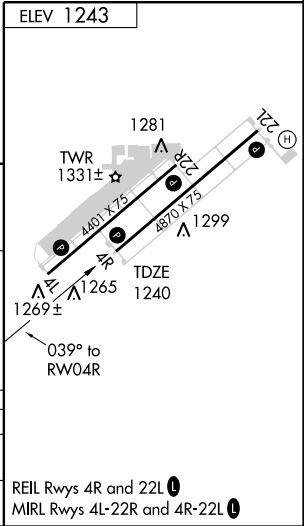
APP CRS	Rwy Idg	4870
039°	TDZE	1240
	Apt Elev	1243

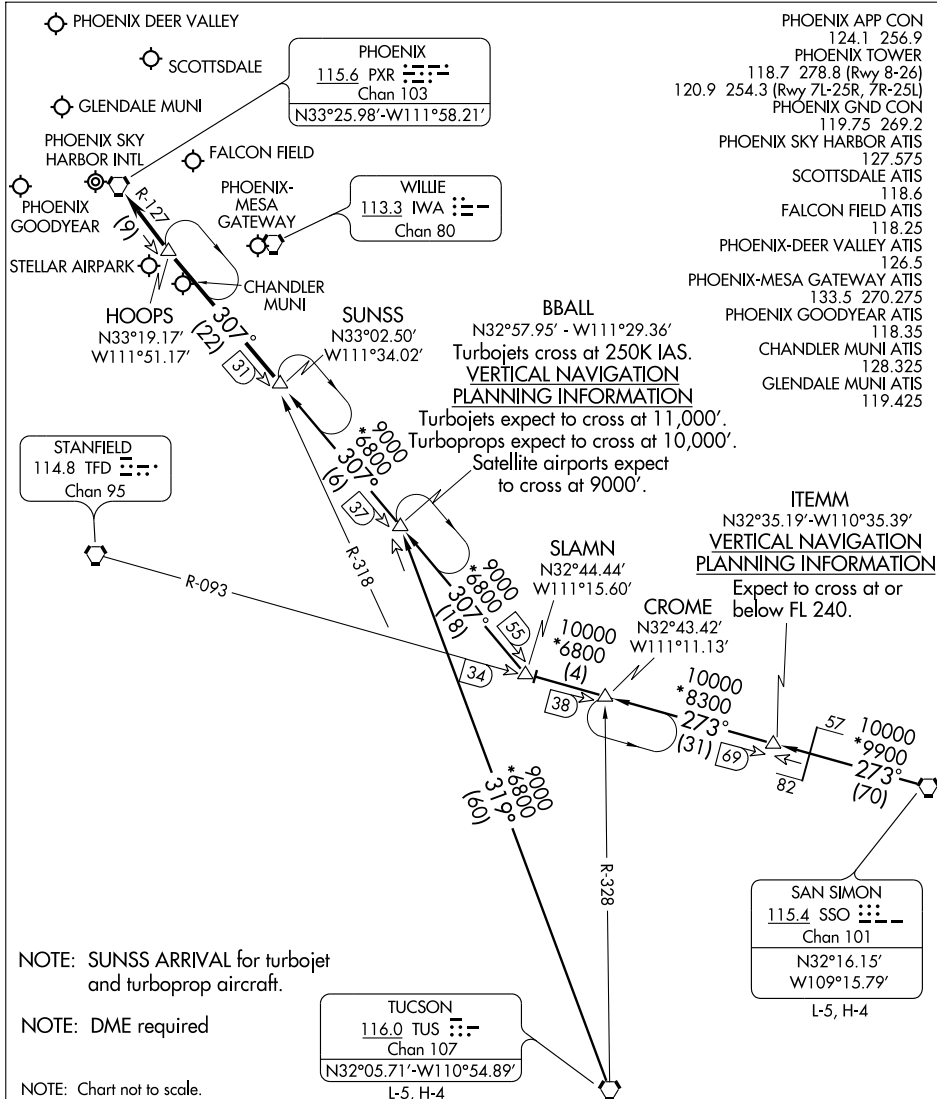
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 4000 direct to DECTU WP and hold.
NA When VGSI inoperative, circling to Rwy 4L NA at night.	

ATIS 128.325	PHOENIX APP CON 123.7 363.0	CHANDLER TOWER ★ 126.1 (CTAF) 0 133.1 (North and West) (South and East)	GND CON 124.4	UNICOM 122.95
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Procedure Turn NA				
CATEGORY	A		B	D
LNAV MDA	1680-1 440 (500-1)		1680-1¼ 440 (500-1¼)	NA
CIRCLING	1720-1 477 (500-1)		1720-1½ 477 (500-1½)	NA





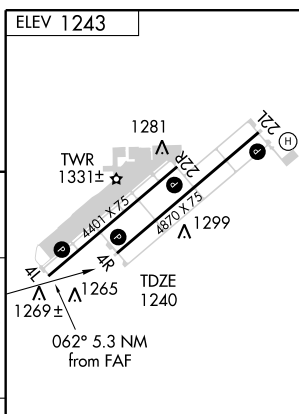
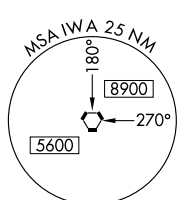
SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

MISSED APPROACH: Climbing right turn to 6400 via IWA R-242 to SECKA Int and hold.

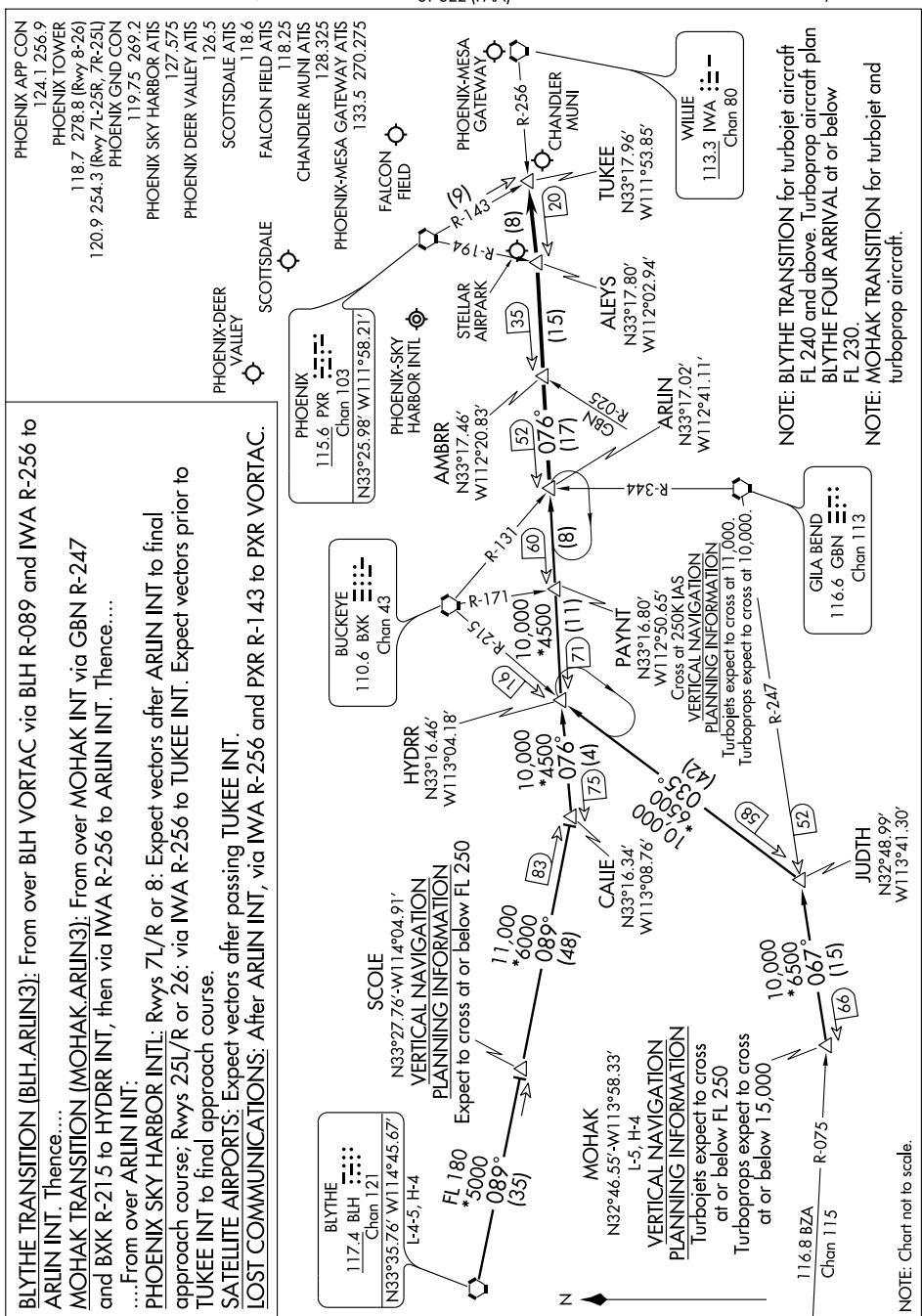
UNICOM
122.95

REIL Rwy 4R and 22L L					
MIRL Rwy 4L-22R and 4R-22L L					
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



VERTICALLY
PLANNING
Turboprop to cruise

10,000
5800
082°
(44)

*52
105
(31)

N3
W1

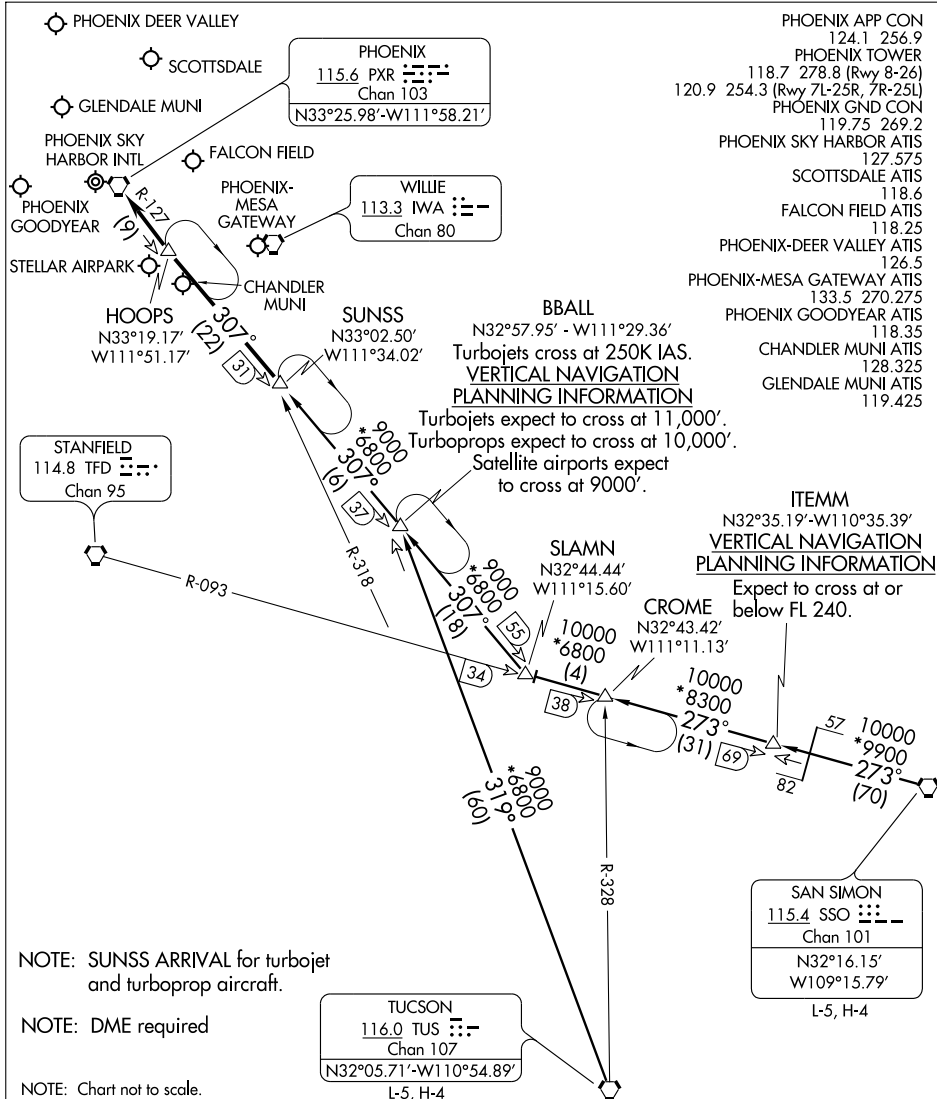
K-025

BARD
 116.8 BZA

 Chan 115

NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

▼

▲ NA

Use Phoenix Sky Harbor Intl altimeter setting.

Procedure not authorized at night.

MISSED APPROACH: Climbing left turn to 3900 via PXR R-150 to JAROD Int/PXR 16.9 DME and hold.

PHOENIX APP CON

123.7 363.0

CTAF

122.9 0

<div> <div>ELEV 1180</div> <div>Rwy 35 Idg 3705'</div> </div> <div> <div>1212</div> <div>3913 X 60</div> <div>35</div> <div>1224</div> <div>MIRL Rwy 17-35</div> <div>REIL Rwy 17-35</div> <div>330° 3 NM from FAF</div> <div>FAF to MAP 3 NM</div> </div>		<div>3900</div> <div>PXR R-150</div> <div>JAROD INT PXR 16.9</div>	<div>JAROD INT PXR 16.9</div> <div>One Minute Holding Pattern</div> <div>150° → 3900</div> <div>← 330°</div> <div>2700</div> <div>330°</div> <div>3 NM</div> <div>5.1 NM</div>		
<div> <div>CLAS (MARGB) PXR 8.8</div> <div>CLAUS INT PXR 11.8</div> </div>		<div> <div>3900 NoPT</div> <div>335° (16.8)</div> <div>3900</div> <div>IAF STANFIELD 114.8 TFD Chan 95</div> </div>			
CATEGORY	A	B	C	D	
CIRCLING	1600-1 420 (500-1)	1640-1 460 (500-1)	1640-1½ 460 (500-1½)	NA	
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

SW-4. 22 OCT 2009 to 19 NOV 2009

NDB AZC
403

APP CR
340°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
19	100	100
20	100	100
21	100	100
22	100	100
23	100	100
24	100	100
25	100	100
26	100	100
27	100	100
28	100	100
29	100	100
30	100	100
31	100	100
32	100	100
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84	100	100
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86	100	100
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88	100	100
89	100	100
90	100	100
91	100	100
92	100	100
93	100	100
94	100	100
95	100	100
96	100	100
97	100	100
98	100	100
99	100	100
100	100	100

N/A
N/A
4871

NDB or GPS-A

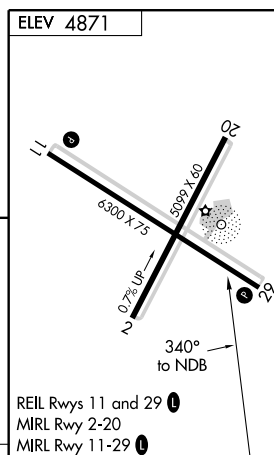
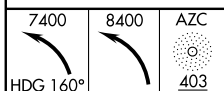
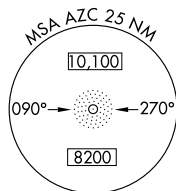
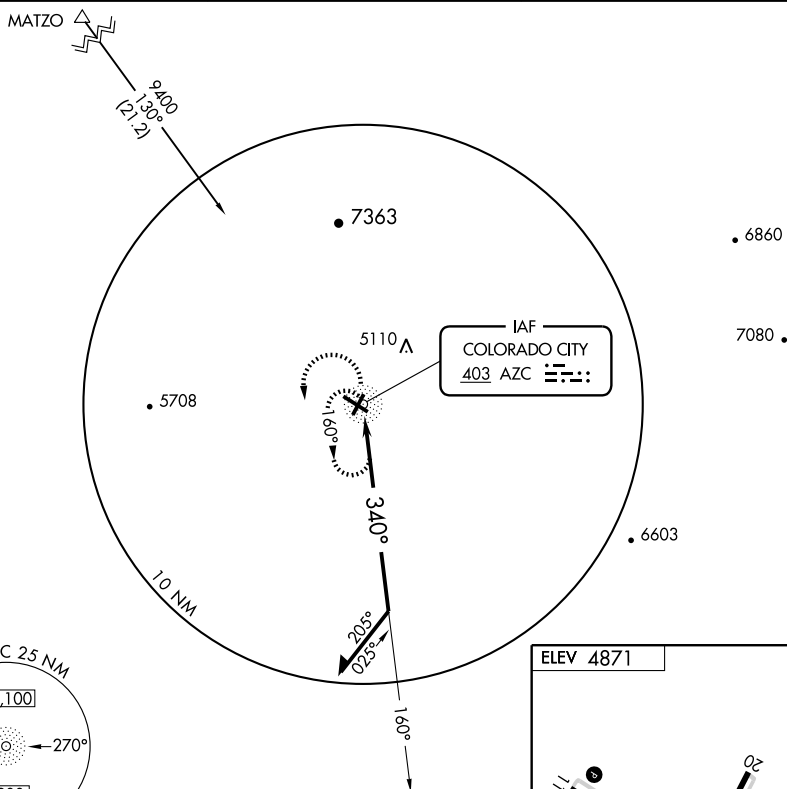
COLORADO CITY MUNI (AZC)

T When local altimeter setting not received,
A NA procedure not authorized.

MISSED APPROACH: Climbing left turn to 7400 via heading 160°, then climbing left turn to 8400 direct AZC NDB and hold.

AWOS-3
118.375

LOS ANGELES CENTER
124.2 343.6

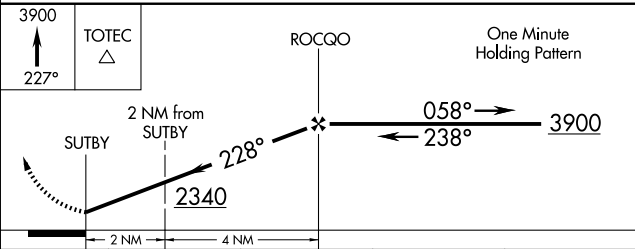
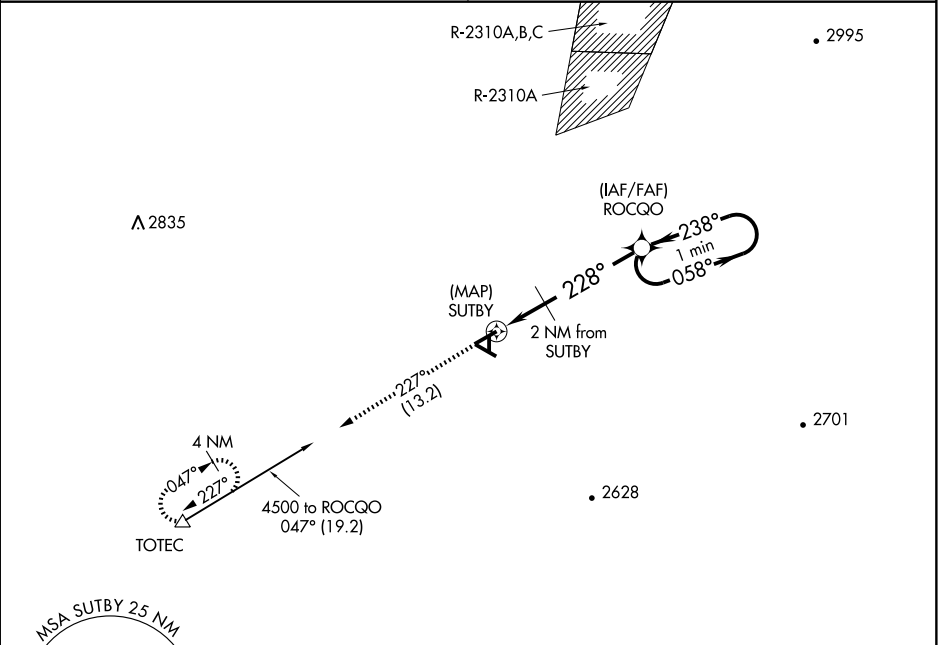
UNICOM
122.7 (CTAF) **L**

*Maintain 8600 feet or above until established outbound for procedure turn.

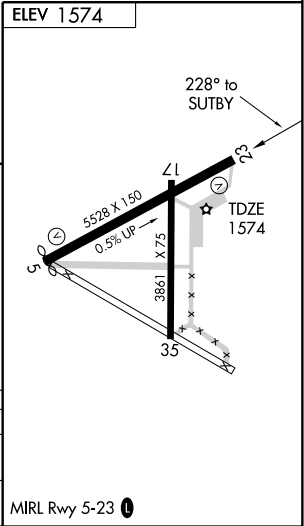
CATEGORY	A	B	C	D						
CIRCLING	5700-1	5700-1¼	5700-2½	5700-2¾	Knots	60	90	120	150	180
	829 (900-1)	829 (900-1¼)	829 (900-2½)	829 (900-2¾)	Min:Sec					

APP CRS 228°	Rwy Idg 5528
	TDZE 1574
	Apt Elev 1574

<div>▼ ▲ NA</div>	Use Casa Grande Muni alimeter setting.	MISSED APPROACH: Climb to 3900 via 227° course to TOTEC and hold.
ALBUQUERQUE CENTER 125.4 269.3		UNICOM 123.075 (CTAF) 0



CATEGORY	A	B	C	D
S-23	2060-1	486 (500-1)	NA	
CIRCLING	2100-1	526 (600-1)	NA	

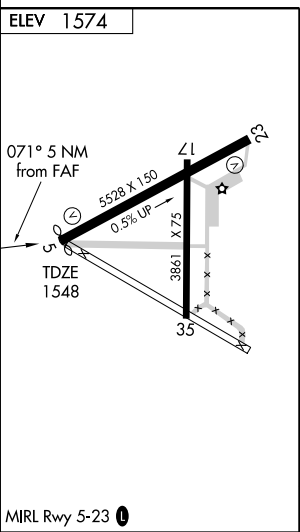
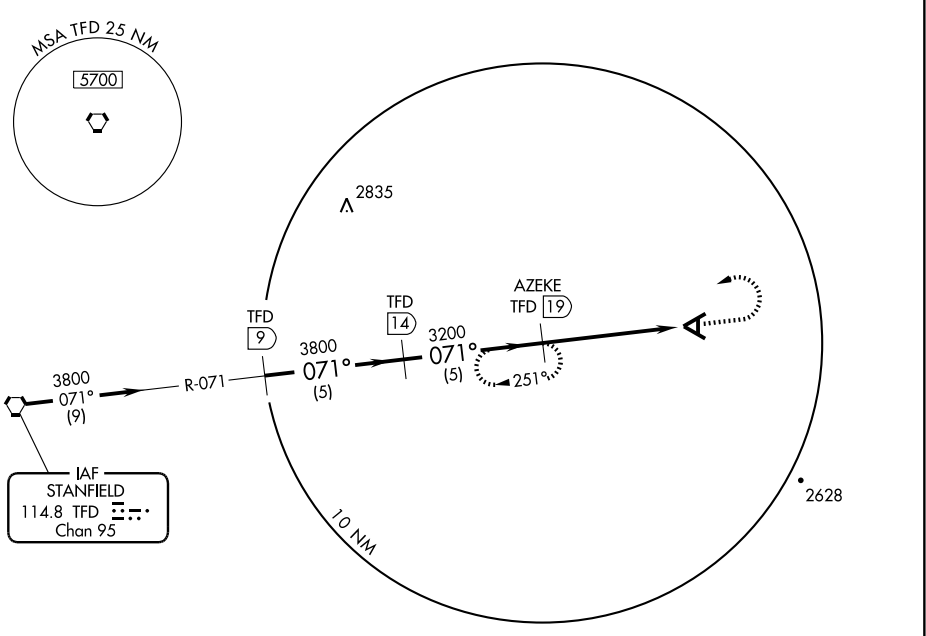


MIRL Rwy 5-23 0

VORTAC TFD	APP CRS	Rwy Idg	5478
114.8	071°	TDZE	1548
Chan 95		Apt Elev	1574

VOR/DME RWY 5
COOLIDGE MUNI (P08)

▼ ▲ NA	Use Casa Grande Muni altimeter setting.	MISSED APPROACH: Climb to 2300, then climbing left turn to 3500 via TFD VORTAC R-071 to AZEKE/19 DME and hold.
ALBUQUERQUE CENTER 125.4 269.3		UNICOM 123.075 (CTAF) 0



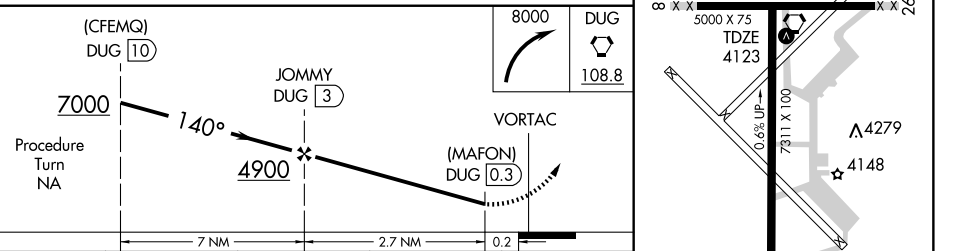
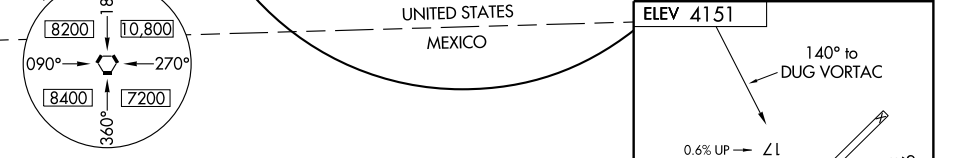
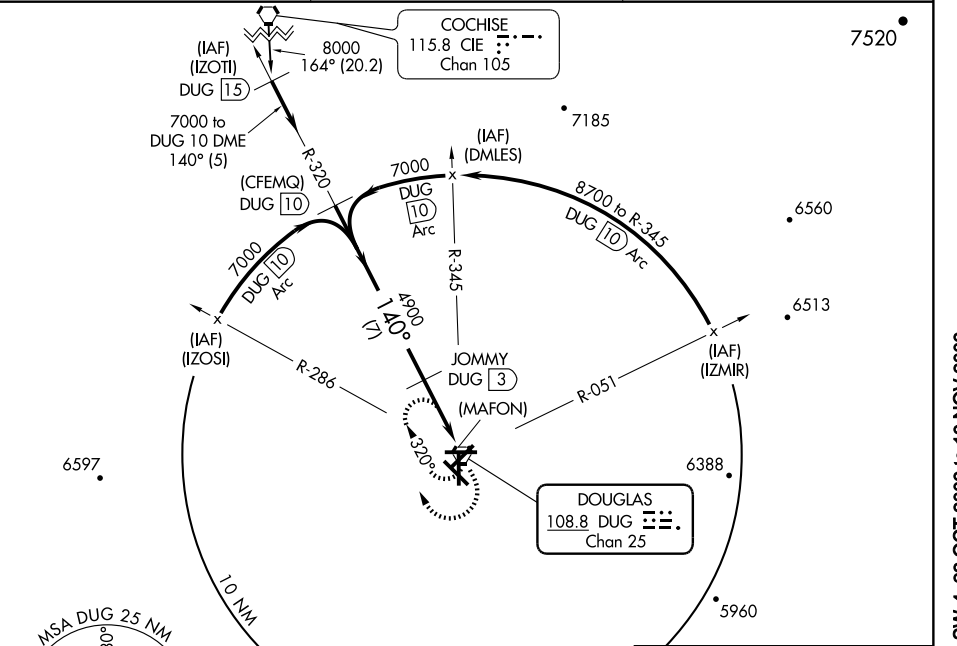
Procedure Turn NA	TFD 9	TFD 14	AZEKE TFD 19	TFD 24
	3800	3800	3200	
	5 NM	5 NM	5 NM	
CATEGORY	A	B	C	D
S-5	2000-1 452 (500-1)	2000-1¼ 452 (500-1¼)	NA	
CIRCLING	2100-1 526 (600-1)	2100-1¼ 526 (600-1¼)	NA	

▼

▲

MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	4440-1 317 (300-1)			
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

VOR RWY 17

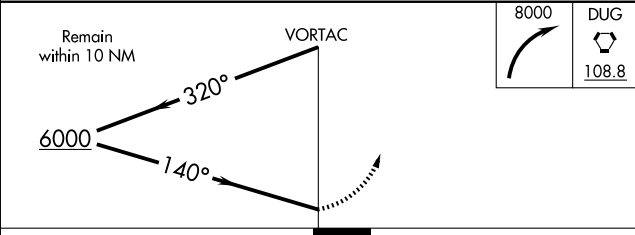
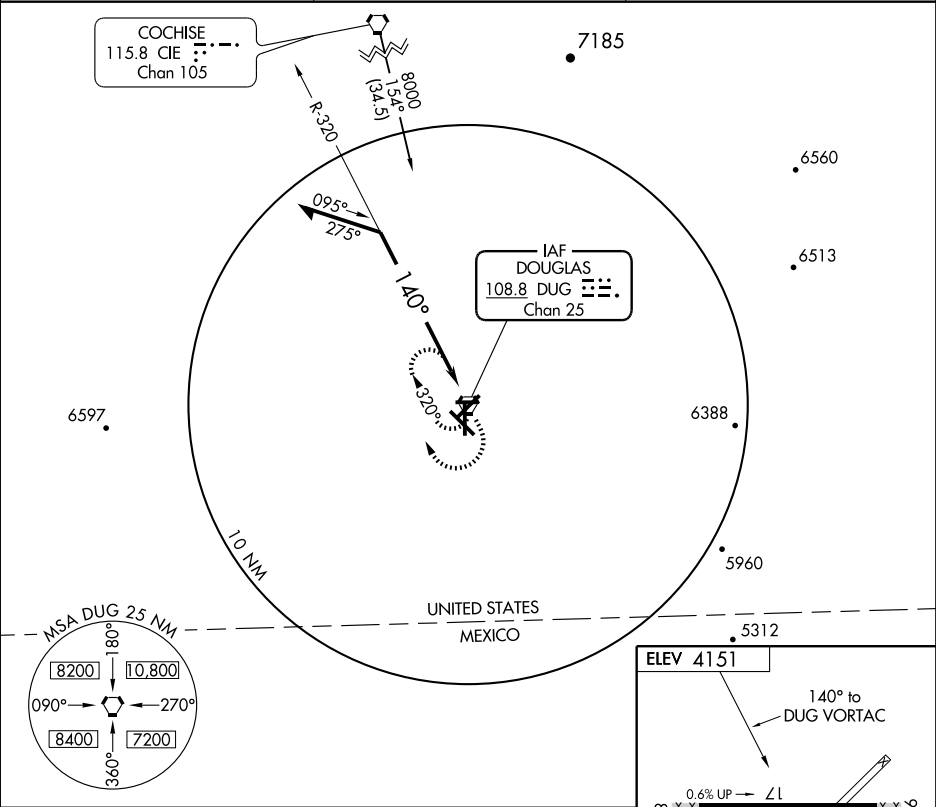
VORTAC DUG	APP CRS	Rwy Idg	7311
108.8	140°	TDZE	4123
Chan 25		Apt Elev	4151

DOUGLAS-BISBEE / BISBEE-DOUGLAS INTL (DUG)



MISSED APPROACH: Climbing right turn to 8000 in DUG VORTAC holding pattern.

ASOS 119.275	PRESCOTT RADIO 122.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	4580-1	457 (500-1)	4580-1½ 457 (500-1½)	4580-1½ 457 (500-1½)
CIRCLING	4580-1 429 (500-1)	4620-1 469 (500-1)	4620-1½ 469 (500-1½)	4720-2 569 (600-2)

MIRL Rwy 17-35 0

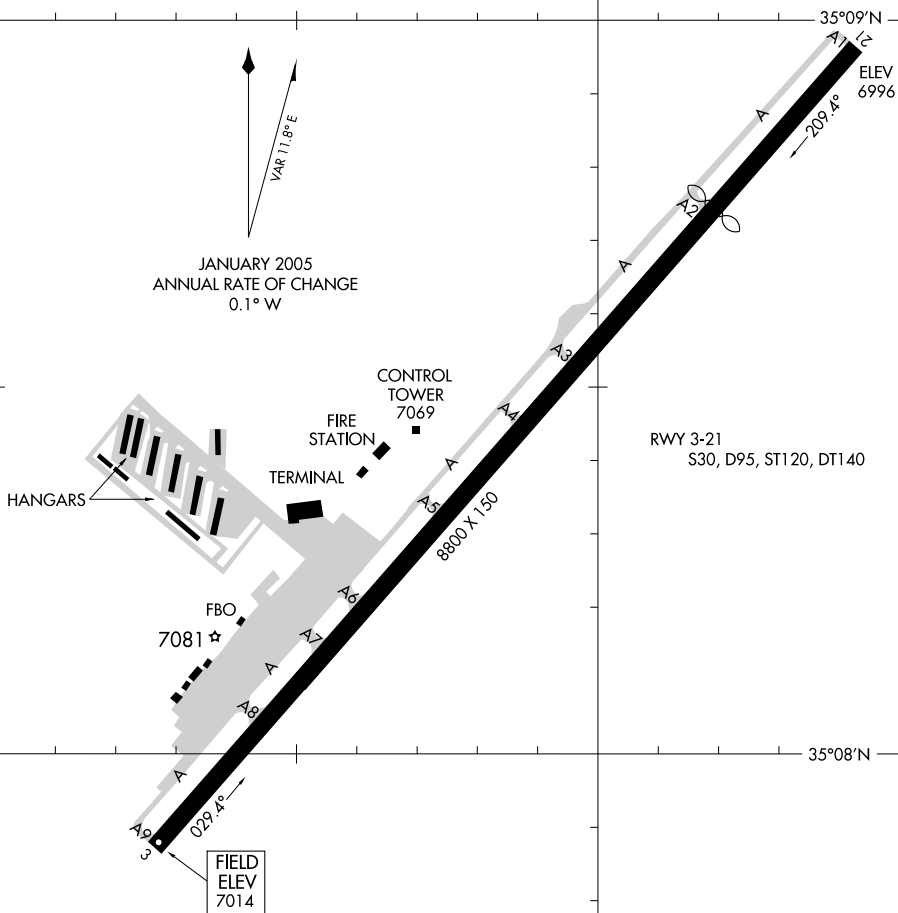
AIRPORT DIAGRAM

AL-5034 (FAA)

FLAGSTAFF PULLIAM (FLG)
FLAGSTAFF, ARIZONA

ATIS
 125.8
 FLAGSTAFF TOWER ★
 134.55 226.3
 GND CON
 121.9

D



RWY 3-21
 S30, D95, ST120, DT140

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

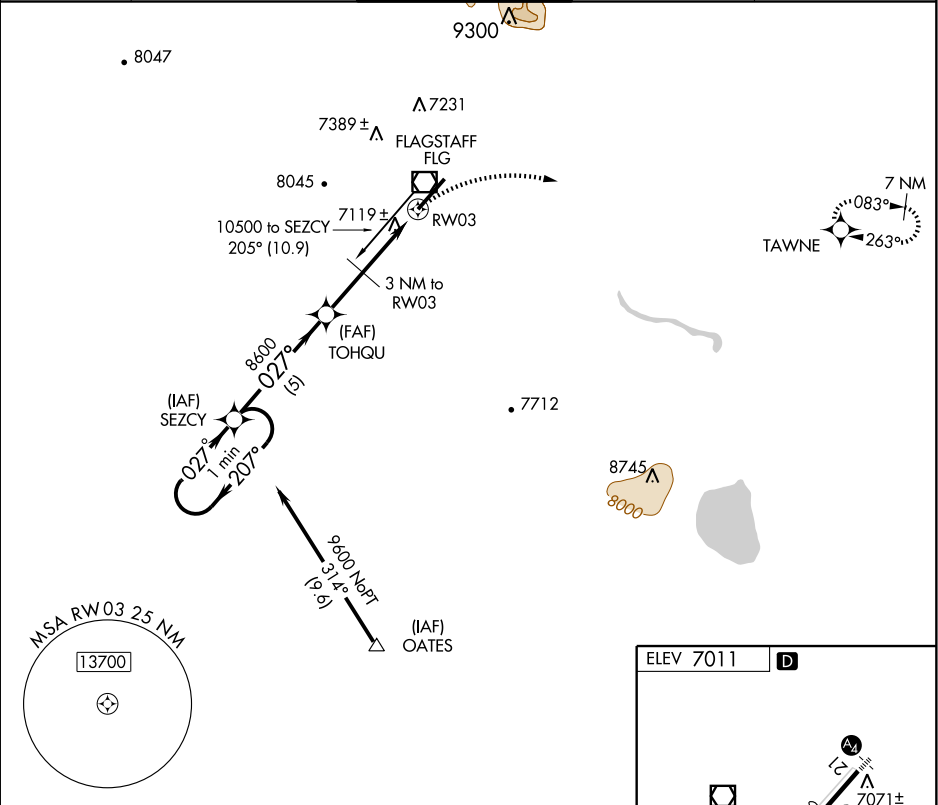
SW-4, 22 OCT 2009 to 19 NOV 2009

APP CRS 027°	Rwy Idg TDZE Apt Elev	8800 7011 7011
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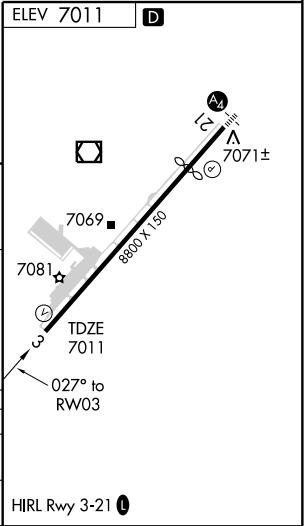
NA

MISSED APPROACH: Climbing right turn to 9500 direct TAWNE and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-3	7380-1 369 (400-1)			7380-1¼ 369 (400-1¼)
CIRCLING	7600-1 589 (600-1)	7620-1 609 (700-1)	7620-1¼ 609 (700-1¼)	7640-2 629 (700-2)



▼

DME from FLG VOR/DME. Simultaneous reception of I-FLG and FLG DME required.

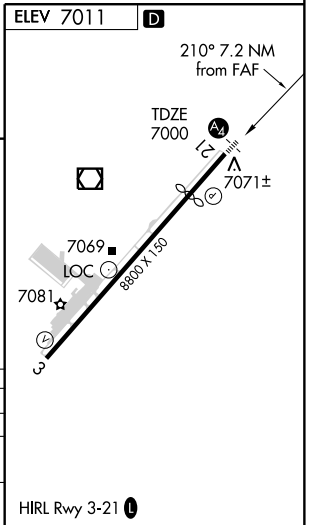
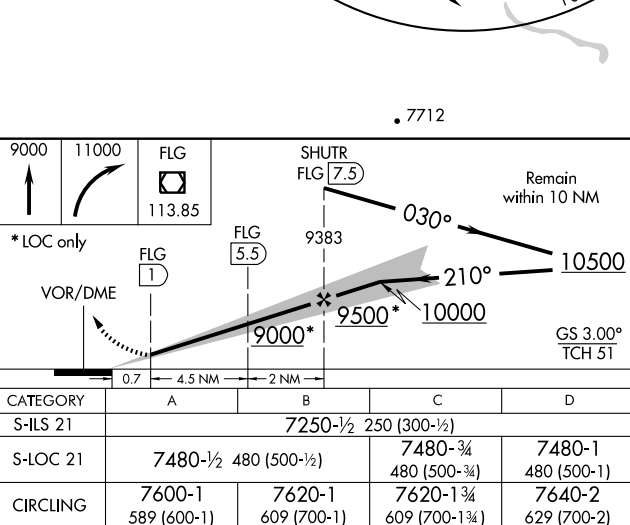
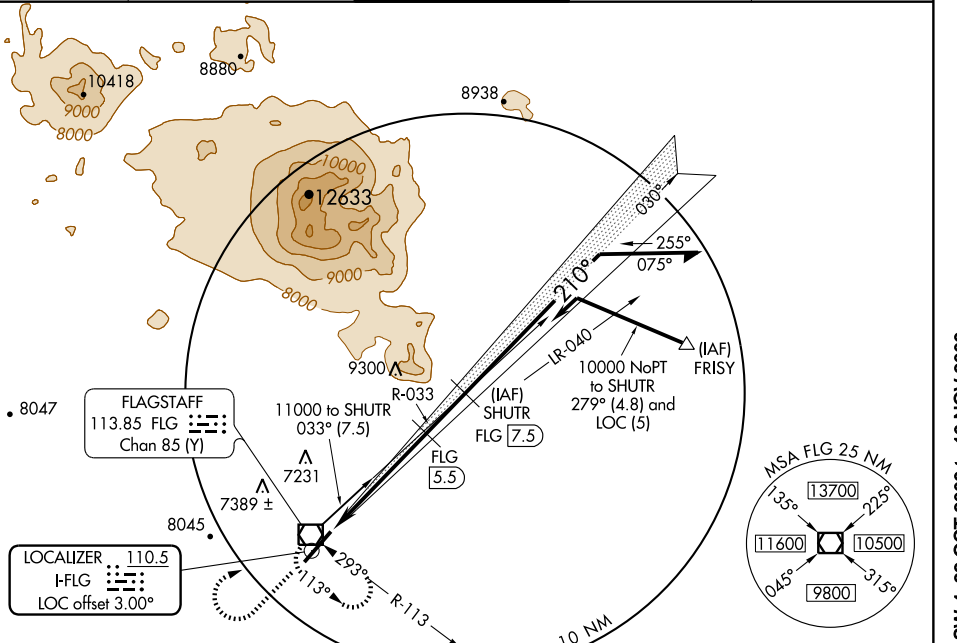
▲

Auto coupled approach not authorized below 7640 feet MSL.

MALS

MISSED APPROACH: Climb to 9000 then climbing right turn to 11000 direct to FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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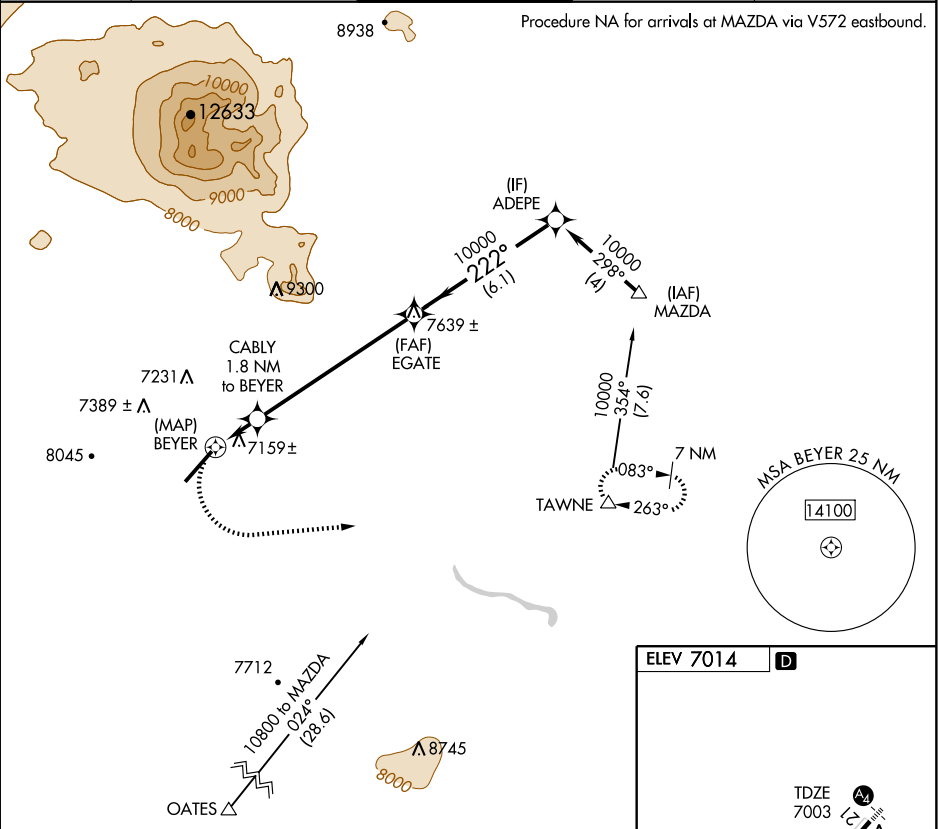
APP CRS	Rwy Idg	7000
222°	TDZE	7003
	Apt Elev	7014











RNAV (GPS) Y RWY 21

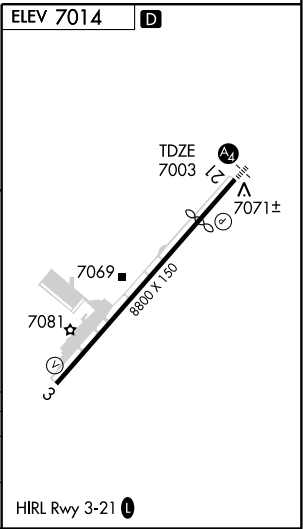
FLAGSTAFF PULLIAM (FLG)

<p>▼ When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climbing left turn to 10500 direct TAWNE and hold, continue climb-in-hold to 10500.</p>
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ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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10500	TAWNE	EGATE	ADEPE	Procedure Turn NA
				
BEYER	CABLY 1.8 NM to BEYER	EGATE	ADEPE	Procedure Turn NA
				
7800	7800	10000	10000	10000
0.4	1.8 NM	6.8 NM	6.1 NM	
CATEGORY	A	B	C	D
LNAV MDA	7420-1	417 (500-1)	7420-1¼ 417 (500-1¼)	7420-1⅞ 417 (500-1⅞)
CIRCLING	7520-1 506 (600-1)	7560-1 546 (600-1)	7560-1½ 546 (600-1½)	7580-2 566 (600-2)



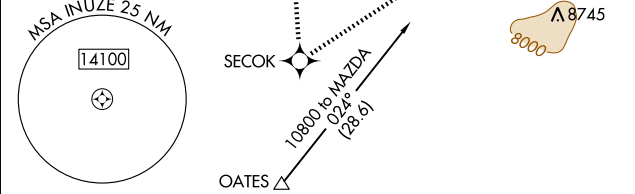
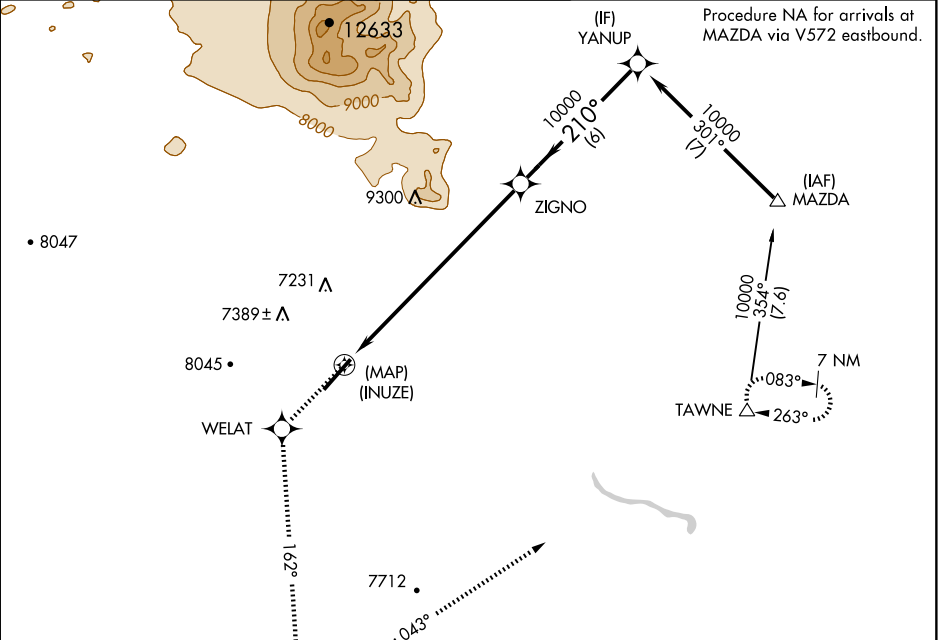
WAAS CH 65711 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	7000 7003 7014
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RNAV (GPS) Z RWY 21

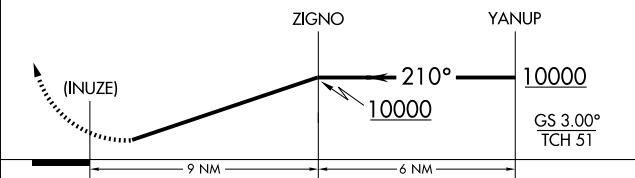
FLAGSTAFF PULLIAM (FLG)

When local altimeter setting not received, procedure NA. DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.	MAIS 	MISSED APPROACH: Climb to 10500 direct WELAT and via 162° track to SECOK and left turn via 043° track to TAWNE and hold.
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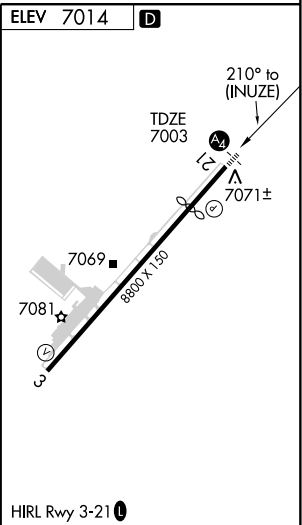
ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER ★ 134.55 (CTAF) 226.3	GND CON 121.9	UNICOM 122.95
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10500 ↑	WELAT 	162° trk	SECOK 	043° trk	TAWNE 	Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	7303-1 300 (300-1)			



VOR/DME FLG 113.85 Chan 85 (Y)	APP CRS 236°	Rwy Idg 7000 TDZE 7000 Apt Elev 7011
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VOR/DME RWY 21
FLAGSTAFF PULLIAM (FLG)

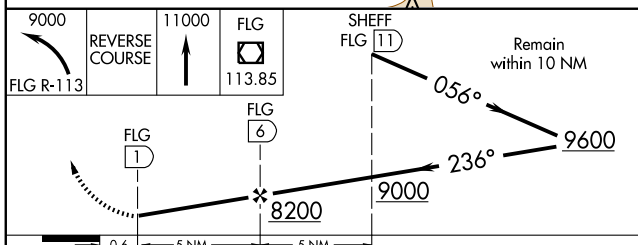
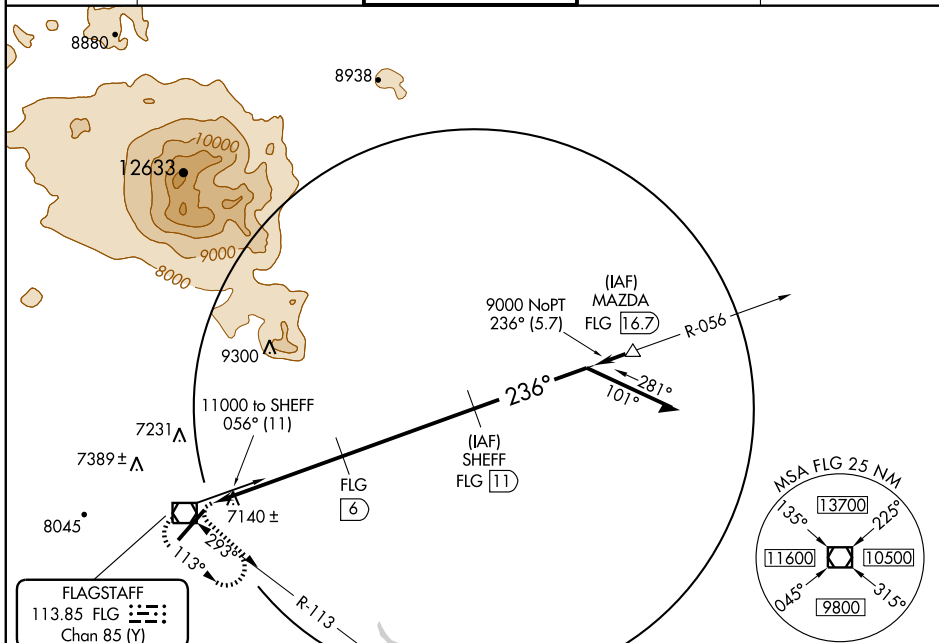
T Inoperative table does not apply.

MALS

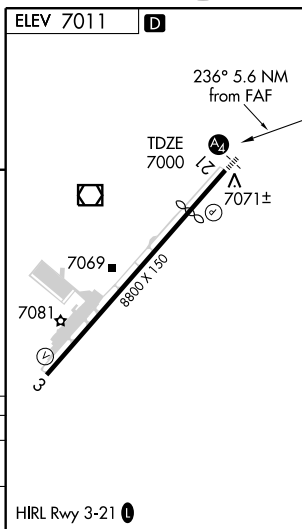


MISSED APPROACH: Climbing left turn to 9000 via FLG R-113, reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS 125.8	ALBUQUERQUE CENTER 124.5 306.2	FLAGSTAFF TOWER * 134.55 (CTAF) 0 226.3	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-21	7800-1 800 (800-1)	7800-1¼ 800 (800-1¼)	7800-2¼ 800 (800-2¼)	7800-2½ 800 (800-2½)
CIRCLING	7800-1 789 (800-1)	7800-1¼ 789 (800-1¼)	7800-2¼ 789 (800-2¼)	7800-2½ 789 (800-2½)



VOR/DME FLG 113.85 Chan 85 (Y)	APP CRS 293°	Rwy Idg N/A TDZE N/A Apt Elev 7011
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VOR or GPS-A
FLAGSTAFF PULLIAM (FLG)



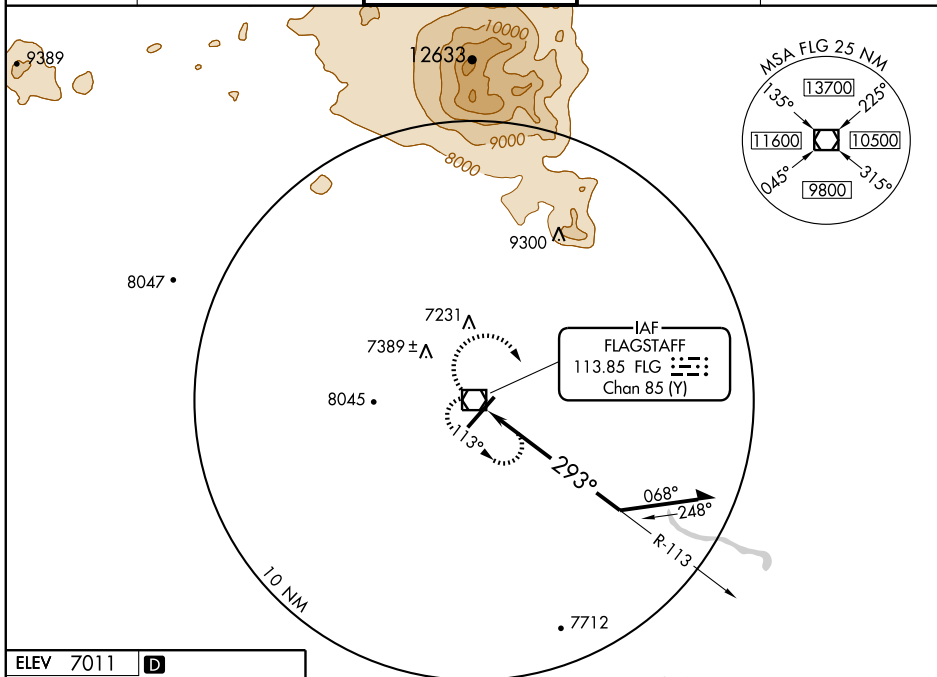
MISSED APPROACH: Climbing right turn to 9000 via FLG R-113 reverse course climbing to 11000 direct to FLG VOR/DME and hold.

ATIS
125.8

ALBUQUERQUE CENTER
124.5 306.2

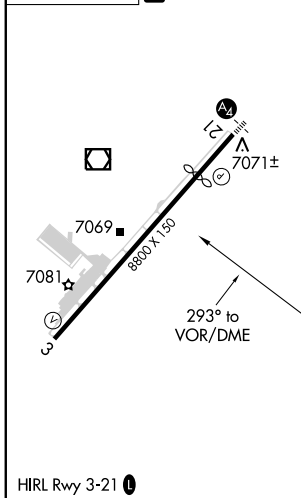
FLAGSTAFF TOWER ★
134.55 (CTAF) L 226.3




GND CON
121.9

UNICOM
122.95

SW-4. 22 OCT 2009 to 19 NOV 2009

ELEV	7011	D
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9000  FLG R-113	REVERSE COURSE	11000 	FLG  113.85
--	-------------------	--	--

VOR/DME*

Remain
within 10 NM

* Maintain 11000 until established
outbound to procedure turn.

CATEGORY

A	B
7700-1	688 (700-1)

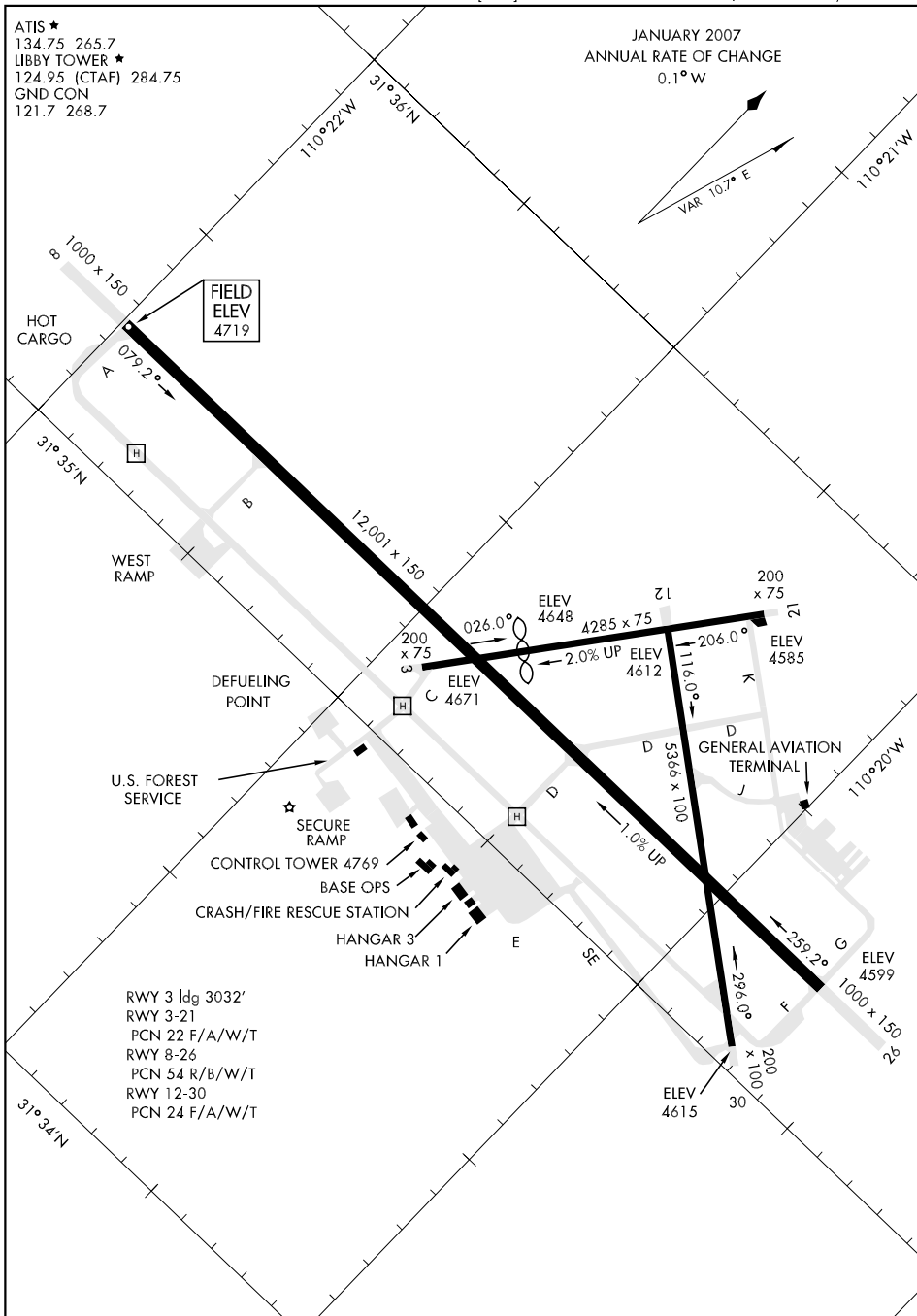
C
7700-2
688 (700-2)

D
7700-21
688 (700-21)

ATIS ★
134.75 265.7
LIBBY TOWER ★
124.95 (CTAF) 284.75
GND CON
121.7 268.7

JANUARY 2007
ANNUAL RATE OF CHANGE
0.1° W

SW-4, 22 OCT 2009 to 19 NOV 2009



LOC I-FHU
109.9

APP CRS
257°

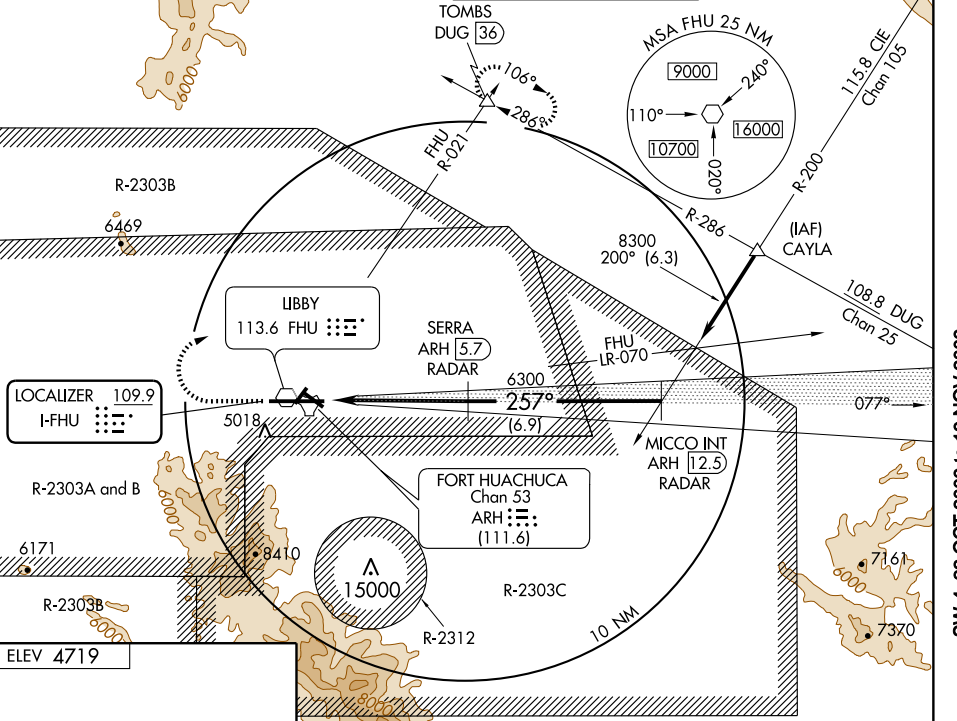
Rwy Idg
12001
TDZE
4629
Apt Elev
4719

ILS or LOC RWY 26
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

ASR/PAR
Circling not authorized south of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300, then climbing right turn to 9500 via FHU R-021 to TOMBS and hold.

ATIS 134.75 265.7	ASOS 119.675	LIBBY AAF GCA* 127.05 254.35	LIBBY TOWER* 124.95 (CTAF) 284.75	GND CON 121.7 268.7	UNICOM 122.95
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ELEV **4719**

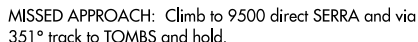
HIRL RWY 8-26 MIRL RWY 3-21 and 12-30 FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

RADAR or DME REQUIRED

5300 ↑ 9500 FHU R-021	TOMBS △	SERRA ARH [5.7] RADAR	MICCO INT ARH [12.5] RADAR
TACAN ARH [0.6]	6300 257° 6300	8300	Procedure Turn NA GS 3.00° TCH 49
0.6 5.1 NM 6.9 NM	A	B	C
CATEGORY S-ILS 26	4829-¾ 200 (200-¾)		
S-LOC 26	4920-1 291 (300-1)		
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)
			5280-2 561 (600-2)

SW-4, 22 OCT 2009 to 19 NOV 2009

FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)



HIRL Rwy 8-26 **L**
MIRL Rwy 3-21 and 12-30 **L**

APP CRS	Rwy Idg	12001
257°	TDZE	4629
	Apt Elev	4719

RNAV (GPS) RWY 26

FORT HUACHUCA-SIERRA VISTA/SIERRA VISTA MUNI-LIBBY AAF (FHU)

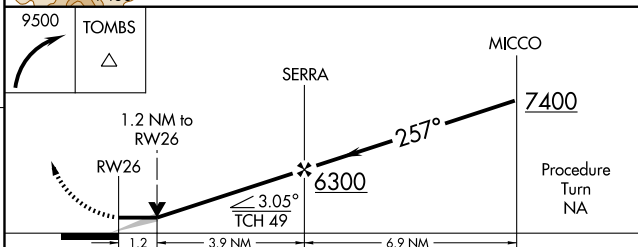
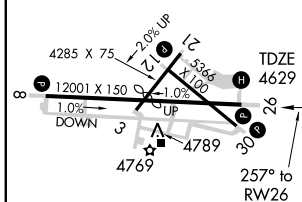
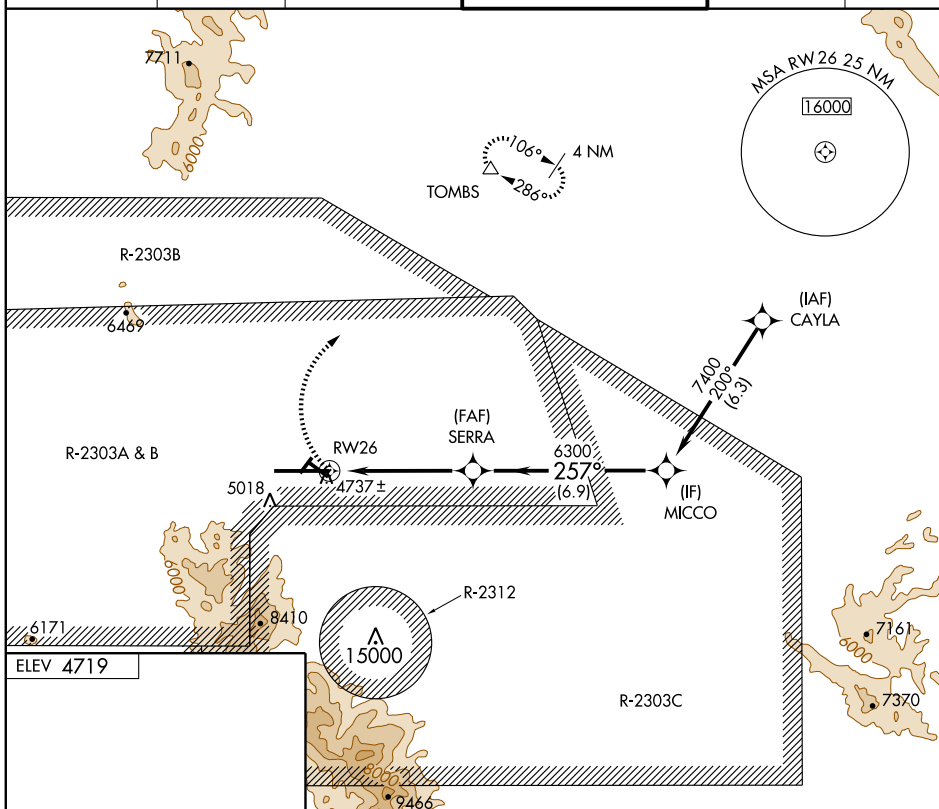
T DME/DME RNP-0.3 NA.
ASR/PAR Circling not authorized south of runways 8 and 30.

MISSED APPROACH: Climbing right turn to 9500 direct TOMBS and hold.

ATIS
134.75 265.7

ASOS
119.675LIBBY AAF GCA★
127.05 254.35LIBBY TOWER★
124.95 (CTAF) 284.75

GND CON
121.7 268.7

UNICOM
122.95

CATEGORY	A	B	C	D
LNAV MDA	5040-1 411 (400-1)		5040-1¼ 411 (400-1¼)	
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)

HIRL Rwy 8-26 **L**
MIRL Rwys 3-21 and 12-30 **L**

SW-4. 22 OCT 2009 to 19 NOV 2009

TACAN ARH
Chan **53**

APCH CRS
081°

Rwy Idg **12,001**
TDZE **4719**
Arpt Elev **4719**

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (FHU)

▼ * Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5500 then climbing left turn to 9500
via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★
134.75 265.7

LIBBY AAF GCA
127.05 254.35

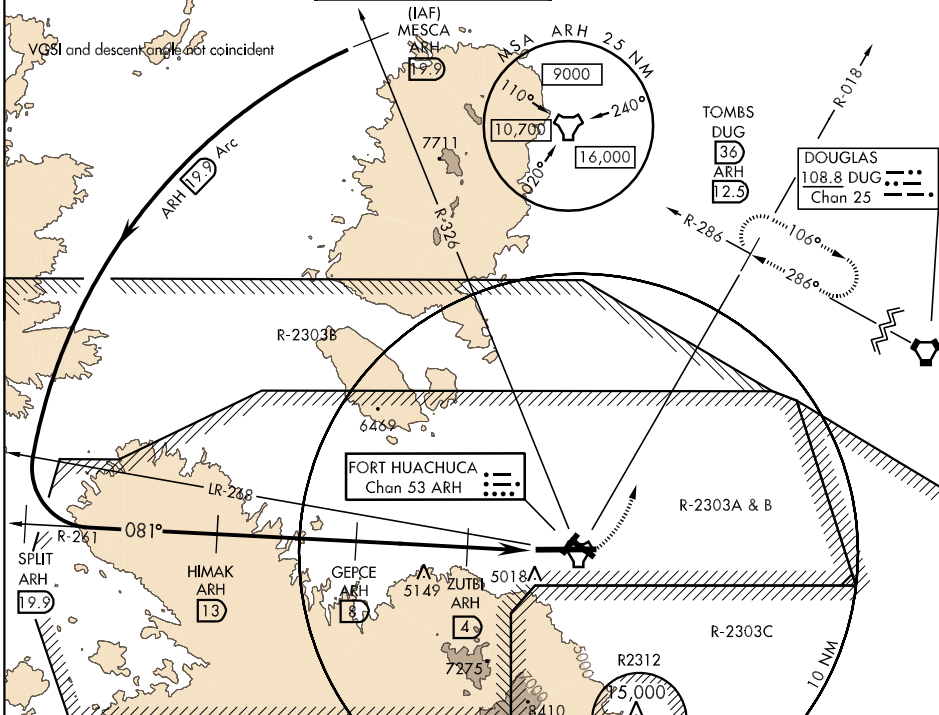
LIBBY TOWER ★
124.95 (CTAF) 0 284.75

GND CON
121.7 268.7

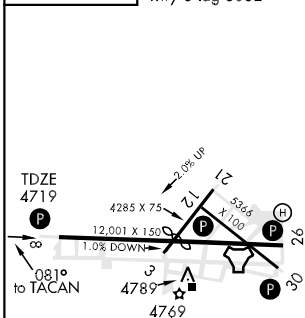
ASR/PAR

UNICOM
122.95

AWOS-3
119.675



ELEV 4719 Rwy 3 Idg 3032'



MIRL Rwy 3-21 0
MIRL Rwy 8-26 0
MIRL Rwy 12-30 0

FORT HUACHUCA/SIERRA VISTA, ARIZONA

Amdt 1A 07046

31° 35'N-110° 21'W

FORT HUACHUCA-SIERRA VISTA/ (FHU)

SIERRA VISTA MUNI-LIBBY AAF

TACAN ARH
Chan **53**

APCH CRS
251°

Rwy Idg **12,001**
TDZE **4629**
Arpt Elev **4719**

AL-5081 [USA]

FORT HUACHUCA-SIERRA VISTA/
SIERRA VISTA MUNI-LIBBY AAF (FHU)

▼ * Circling not authorized South of Rwy 8 and 30.

MISSED APPROACH: Climb to 5300 then climbing right turn to 9500 via ARH R-018 to TOMBS INT/DUG 36 DME and hold.

ATIS ★
134.75 265.7

LIBBY AAF GCA
127.05 254.35

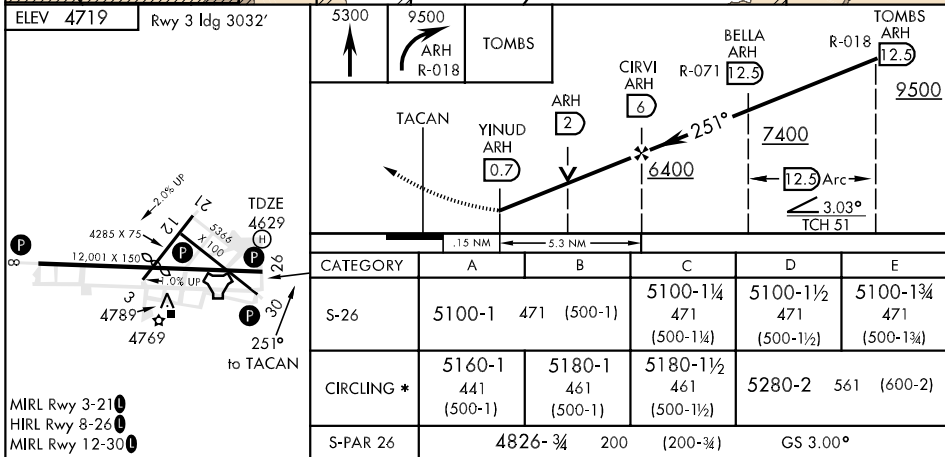
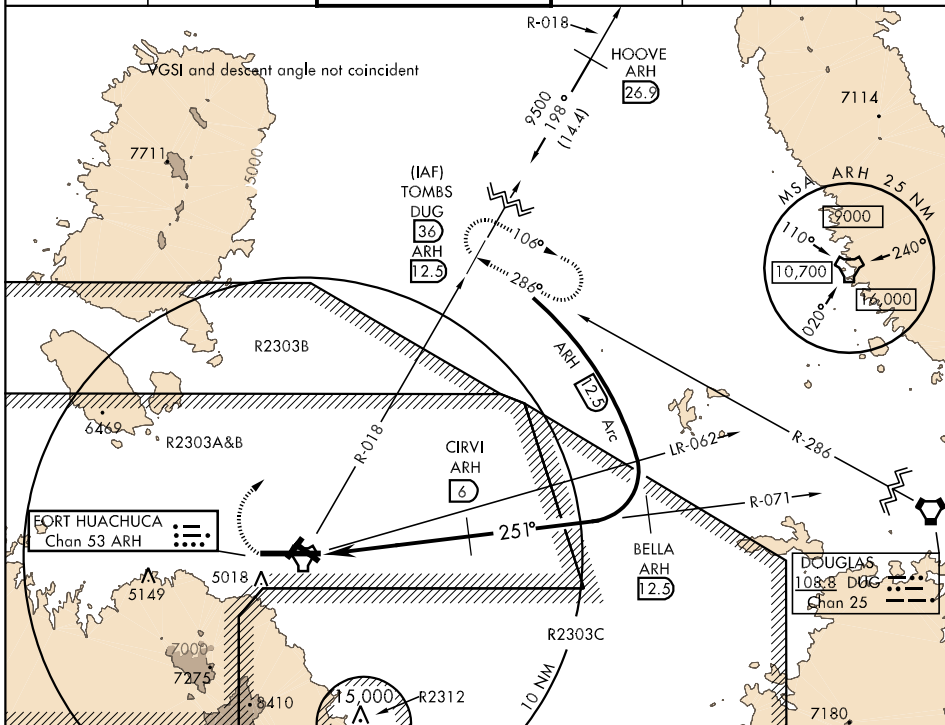
LIBBY TOWER ★
124.95 (CTAF) 0 284.75

GND CON
121.7 268.7

ASR/PAR

UNICOM
122.95

AWOS-3
119.675



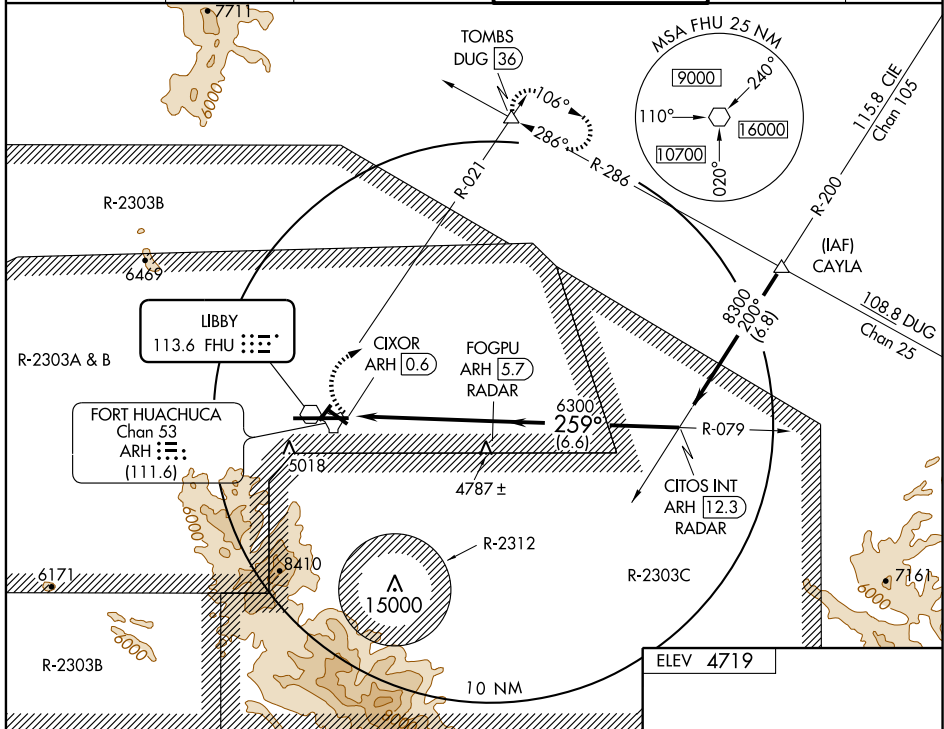
VOR FHU 113.6	APP CRS 259°	Rwy Idg TDZE Apt Elev	12001 4629 4719
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VOR RWY 26
FORT HUACHUCA-SIERRA VISTA/ SIERRA VISTA MUNI-LIBBY AAF (FHU)

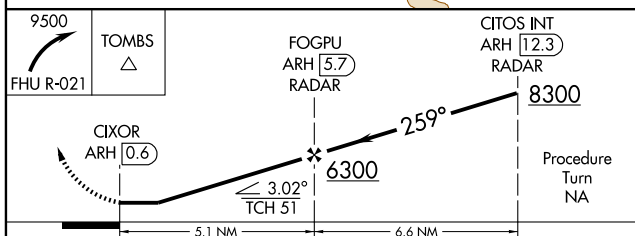
T
A Circling not authorized south of Rwy 8 and 30.
ASR/PAR

MISSED APPROACH: Climbing right turn to 9500 via FHU R-021 to TOMBS Int/DUG 36 DME and hold.

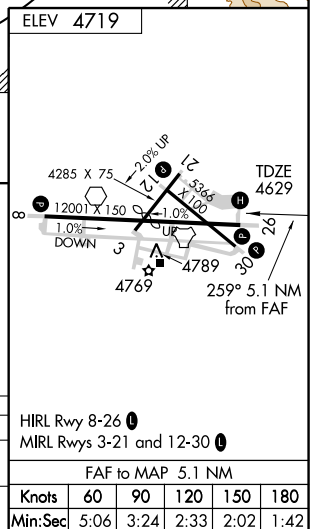
ATIS	ASOS	LIBBY AAF GCA [★]	LIBBY TOWER [★]	GND CON	UNICOM
134.75 265.7	119.675	127.05 254.35	124.95 (CTAF) 0 284.75	121.7 268.7	122.95



RADAR or DME REQUIRED



CATEGORY	A	B	C	D
S-26	5140-1 511 (500-1)		5140-1½ 511 (500-1½)	
CIRCLING	5160-1 441 (500-1)	5180-1 461 (500-1)	5180-1½ 461 (500-1½)	5280-2 561 (600-2)



AIRPORT DIAGRAM

AL-6915 (FAA)

GLENDALE MUNI (GEU)
GLENDALE, ARIZONA

ATIS
119.425
GLENDALE TOWER ★
121.0
GND CON
118.0

HANGARS

FIELD
ELEV
1071

33°32'N

TERMINAL

CONTROL
TOWER
1106

VAR 11.7° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

HANGARS

33°31.5'N

RWY 1-19
S40, D60

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ELEV
1041

112°18'W

112°17.5'W

(DRAKE1.DRAKE) 08325 SL-6915 (FAA)
DRAKE ONE DEPARTURE (RNAV) (OBSTACLE)

GLENDALE MUNI(GEUT)
GLENDALE, ARIZONA

ATIS 119.425
LUKE DEP CON ★
118.15 363.12
PHOENIX DEP CON
120.7 239.0
GLENDALE TOWER ★
121.0 (CTAF)
UNICOM 122.95

DRAKE
DRK

350°
(25)

KARLO
10000

TAKE-OFF MINIMUMS

Rwy 19: NA-ATC.
Rwy 1: Standard, with minimum
climb of 400 feet per NM to KUWSO.

NOTE: 1. GPS Required.
2. RNAV 1.

TAKE-OFF OBSTACLE NOTES

Rwy 1: Obstruction light on blast fence.
Multiple lights/poles, buildings, trees
and vehicle on roads beginning 4 feet
from DER, out to 680 feet from DER,
634 feet right of centerline to 437 feet
left of centerline, up to 79 feet AGL/
1144 MSL.

A-231

324°
(41)

PODRY

WATEG

KUWSO

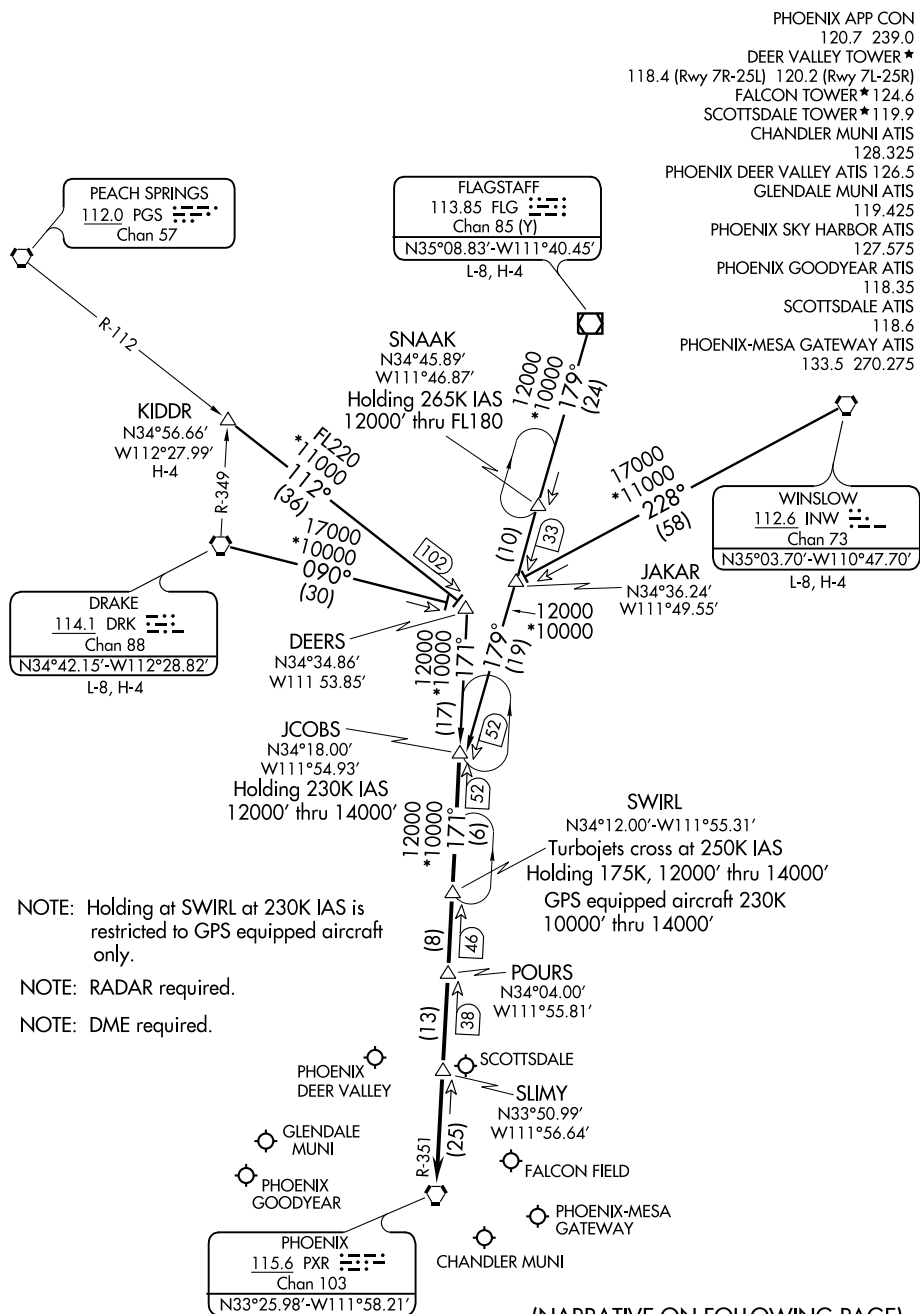
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb direct KUWSO, then via depicted route to cross KARLO
at or above 10,000.

JC0BS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

WAAS CH 90306 W01A	APP CRS 014°	Rwy Idg TDZE 1049 Apt Elev 1071
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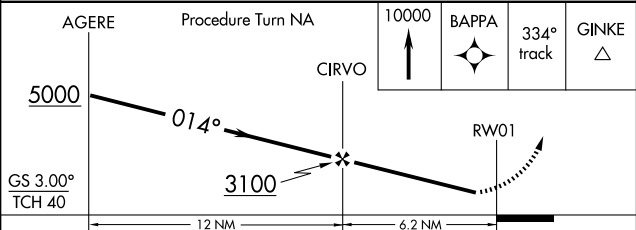
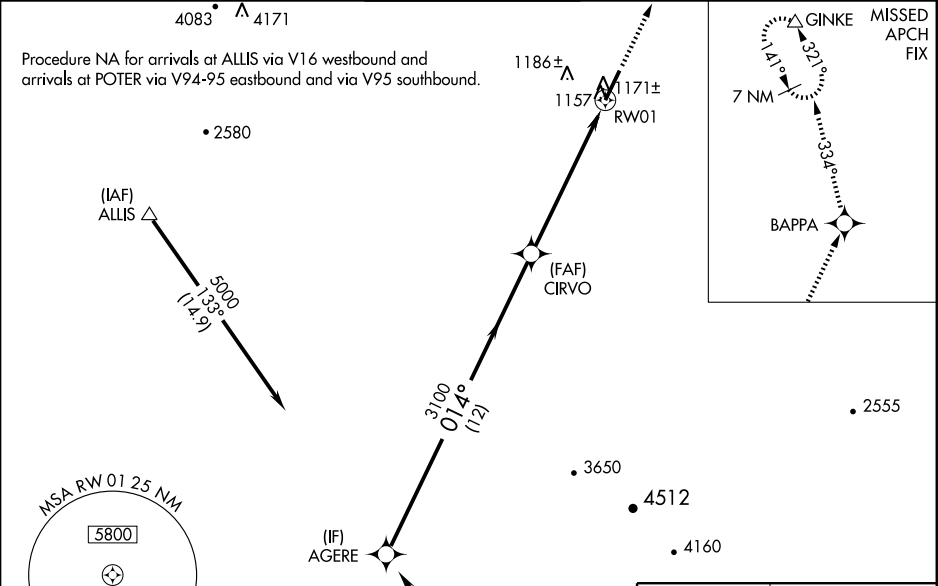
RNAV (GPS) RWY 1

GLENDALE MUNI (GETU)

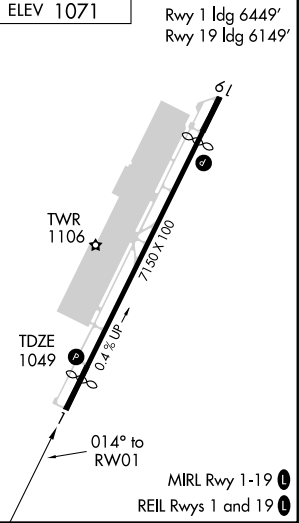
⚠ Circling not authorized west of Rwy 1-19. DME/DME RNP- 0.3 NA. Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (117°F). When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet, LNAV/VNAV all Cats visibility 1/4 mile and LNAV Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 10000 direct BAPPA and via 334° track to GINKE and hold, continue climb-in-hold to 10000.

ATIS 119.425	LUKE APP CON ★ 118.15 363.12	GLENDALE TOWER ★ 121.0 (CTAF) 0	GND CON 118.0	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1378-1¼ 329 (400-1¼)			
LNAV/VNAV DA	1457-1½ 408 (400-1½)			
LNAV MDA	1440-1 391 (400-1)			1440-1¼ 391 (400-1¼)
CIRCLING	1460-1 389 (400-1)	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1640-2 569 (600-2)



WAAS CH 87004 W19A	APP CRS 194°	Rwy ldg TDZE 6149 1065 Apt Elev 1071
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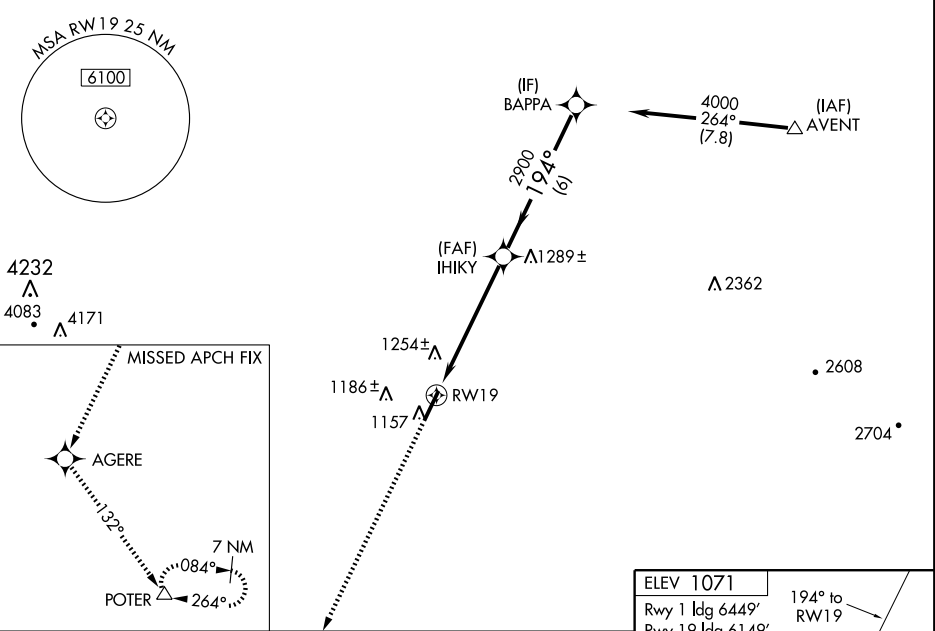
RNAV (GPS) RWY 19

GLENDALE MUNI (GEU)

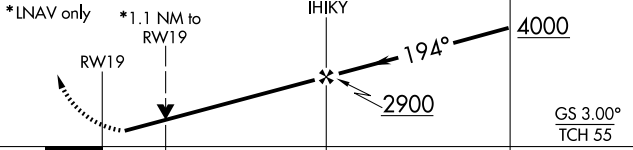
⚠ Circling not authorized west of Rwy 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 5000 direct AGERE then climb to 8000 via 132° track to POTER and hold.

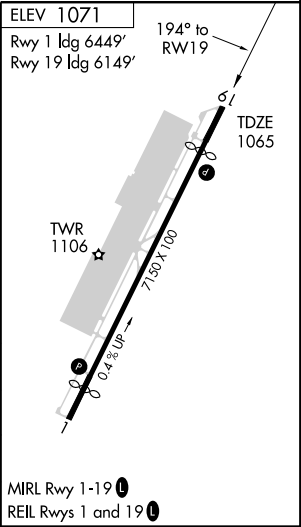
ATIS 119.425	LUKE APP CON★ 118.15 363.12	GLENDALE TOWER★ 121.0 (CTAF) 📶	GND CON 118.0	UNICOM 122.95
------------------------	---------------------------------------	---	-------------------------	-------------------------

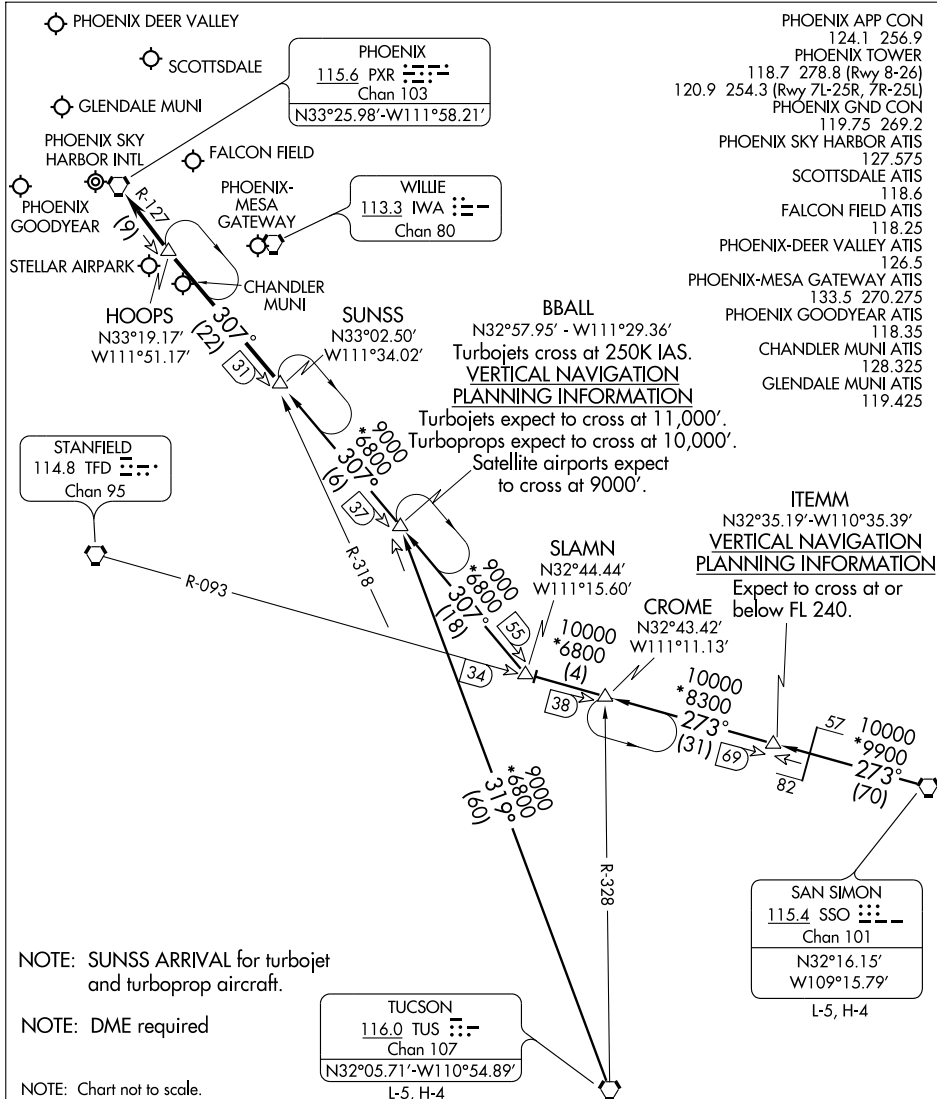


5000 ↑	AGERE ✧	8000 ↑	POTER △	VGSI and RNAV glidepath not coincident.	BAPPA Procedure Turn NA
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CATEGORY	A	B	C	D
LPV DA	1339-1 274 (300-1)			
LNAV/ DA VNAV	1572-1¾ 507 (600-1¾)			
LNAV MDA	1540-1 475 (500-1)	1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)	
CIRCLING	1540-1 469 (500-1)	1540-1½ 469 (500-1½)	1540-2 569 (600-2)	





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

AIRPORT DIAGRAM

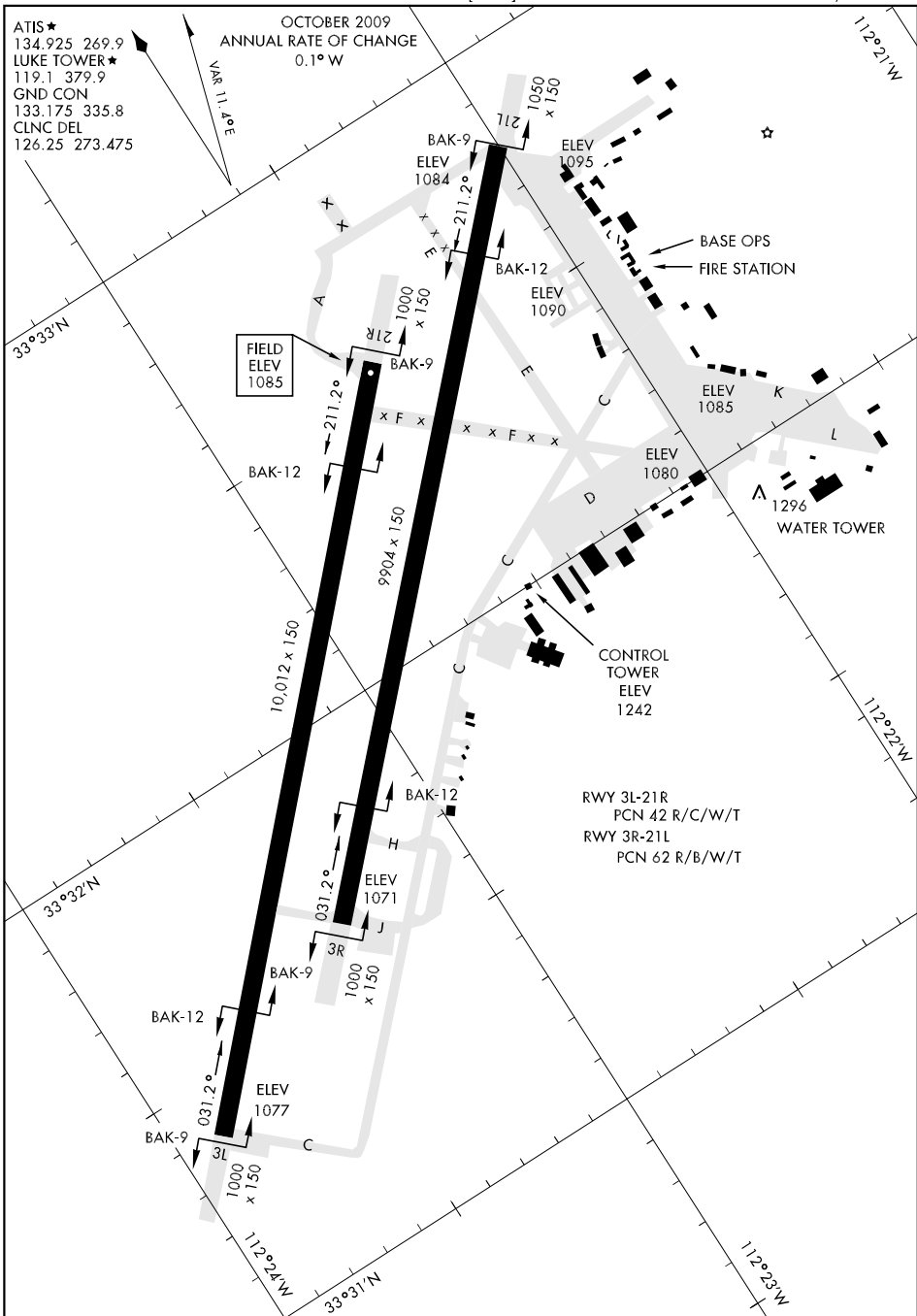
AFD-321 [USAF]

GLENDALE, ARIZONA

ATIS★
134.925 269.9
LUKE TOWER★
119.1 379.9
GND CON
133.175 335.8
CLNC DEL
126.25 273.475

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

VAR 11.4°E

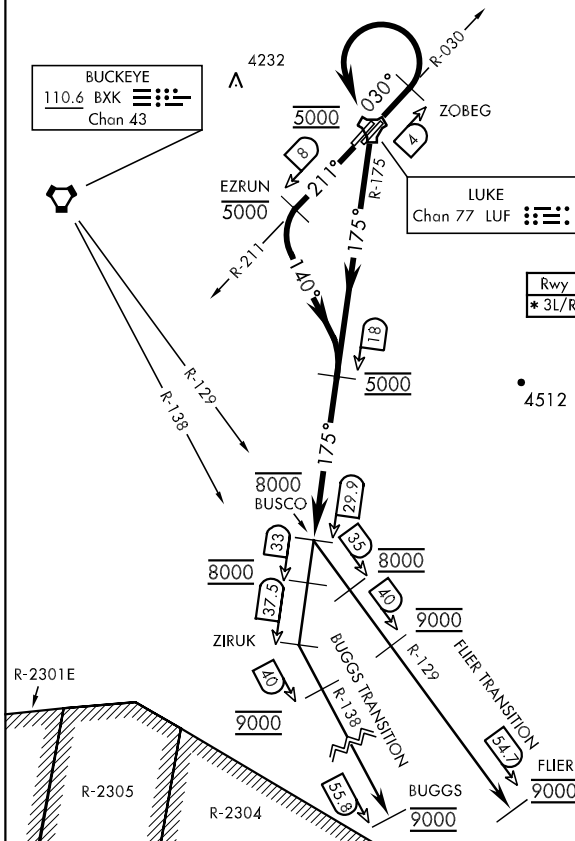


SW-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

GLENDALE, ARIZONA

ATIS ★ 134.925 269.9
 CLNC DEL
 126.25 273.475
 GND CON
 133.175 335.8
 LUKE TOWER ★
 119.1 379.9
 LUKE DEP CON
 125.45 263.125



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3L/R: Climb tracking 030°. Abeam ZOBEG (LUF TACAN R-030/4 DME) turn left direct LUF. Cross LUF at 5000 and proceed outbound via LUF R-175 to 29.9 DME (BUSCO), cross LUF 18 DME at 5000, cross BUSCO at or below 8000 (or as assigned by ATC). Then via assigned route/transition.

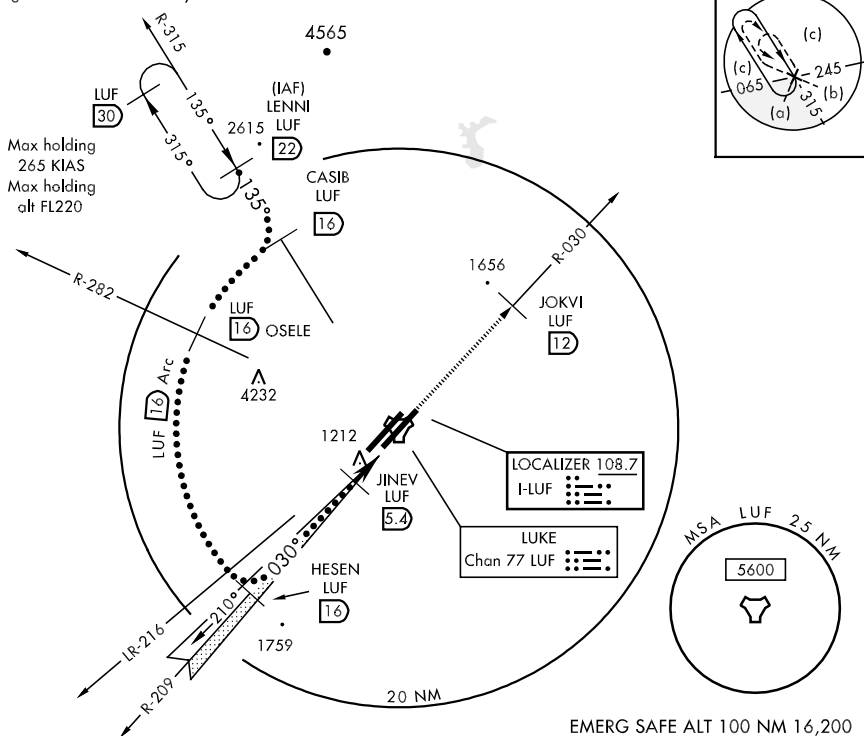
TAKE-OFF RWY 21L/R: Climb tracking 211°. Abeam EZRUN (LUF TACAN R-211/8 DME) turn left heading 140° to intercept and proceed via LUF R-175 to 29.9 DME (BUSCO). Cross abeam EZRUN at or below 5000, cross LUF 18 DME at 5000, cross BUSCO at or below 8000, (or as assigned by ATC). Then via assigned route/transition.

BUGGS TRANSITION (BUSCO9•BUGGS): Proceed via LUF R-175 to 37.5 DME (ZIRUK). Intercept and proceed via B XK VORTAC R-138 to 55.8 DME (BUGGS). Cross LUF R-175/33 DME at 8000, cross B XK R-138/40 DME at 9000, cross BUGGS at and maintain 9000 (or as assigned by ATC). CAUTION: Aircraft exiting BUGGS at 8000.

FLIER TRANSITION (BUSCO9•FLIER): Intercept and proceed via the B XK VORTAC R-129 to 54.7 DME (FLIER). Cross B XK 35 DME at 8000, cross B XK 40 DME at 9000, cross FLIER at and maintain 9000 (or as assigned by ATC)

LOC I-LUF 108.7	APCH CRS 030°	Rwy Idg TDZE Arpt Elev 9904 1074 1085	JAL-321 [USAF]	LUKE AFB (KLUF)
▽ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.			ALS-F-1 	MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



LENNI 22	CASIB 16	OSELE R-282	HESEN R-209 16	JINEV 5.4	4000 LUF R-030	JOKVI LUF 12	ELEV 1085
12,000	7000	5000	2600	2600	1.9	1.3	1214
GS 3.00° TCH 55	VGSI and descent angles not coincident.	Arc 16	030°	METKE	TACAN	1246	1242 1296
CATEGORY				C	D	E	
S-ILS 3R *				1274/24	200	(200-½)	
S-LOC/ DME 3R **				1480/40	406	(400-¾)	1480/50 406 (400-1)
CIRCLING ***				1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED	HIRL all Rwy

LOC I-EMJ
110.9

APCH CRS
210°

Rwy Idg	9904
TDZE	1084
Arpt Elev	1085

JAL-321 [USAF]

LUKE AFB (KLUF)



* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to $1\frac{1}{4}$ miles, CAT DE vis to $1\frac{1}{2}$ miles.



MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 at CESAT (LUF R-210/19 DME). Ctc LUKE APP CON.

ATIS ★
134.925 2

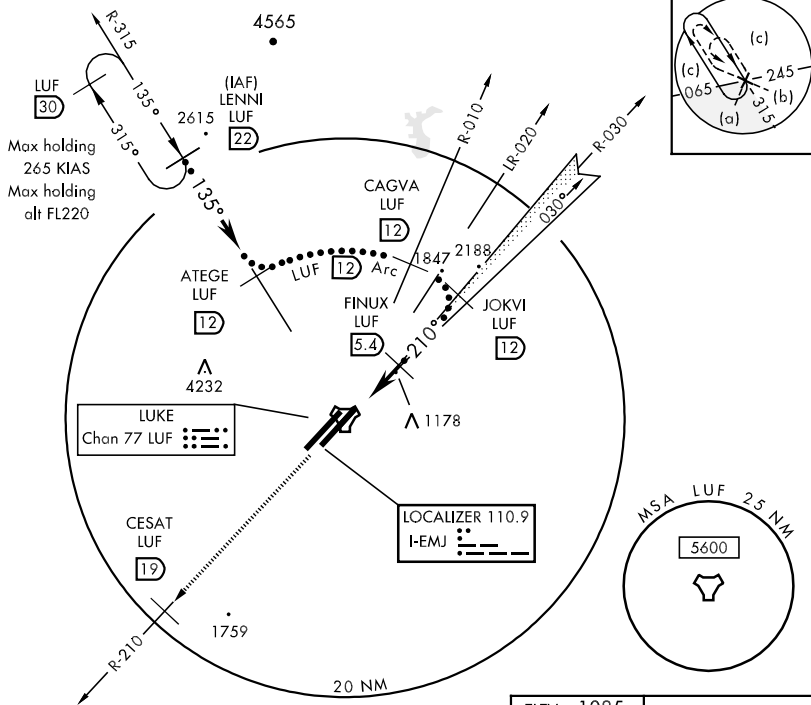
LUKE APP CON
118.15 363.12

LUKE TOWER ★
119.1 379.9

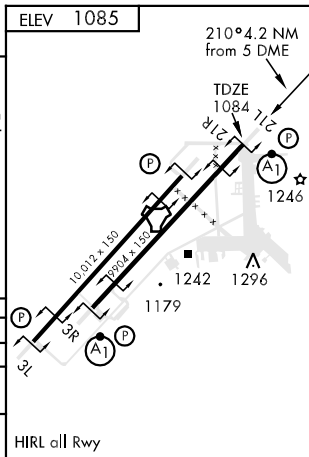
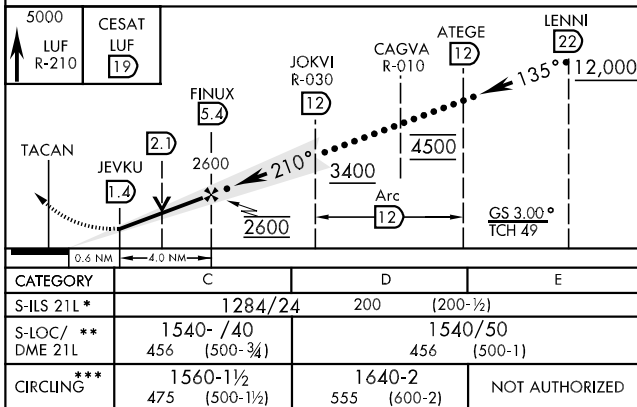
GND CON
133.175 335.8

CLNC DEL
126.25 273.475

*** Circling not authorized E of Rwy 3R-21L.



EMERG SAFE ALT 100 NM 16,200



GLENDAL, ARIZONA

33°32'N-112°23'W

LUKE AFB (KLUF)

Amdt 2 09239

LH 116 LOG/DME DMM 011

TACAN LUF Chan 77	APCH CRS 032°	Rwy Idg 10,012 TDZE 1077 Arpt Elev 1085
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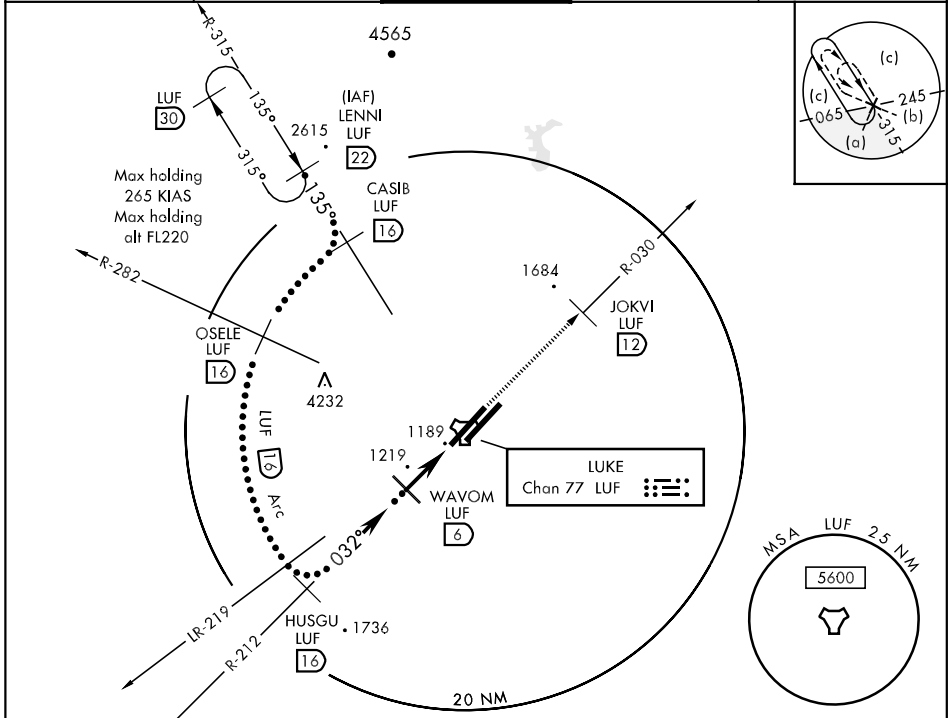
JAL-321 [USAF]

LUKE AFB (KLUF)

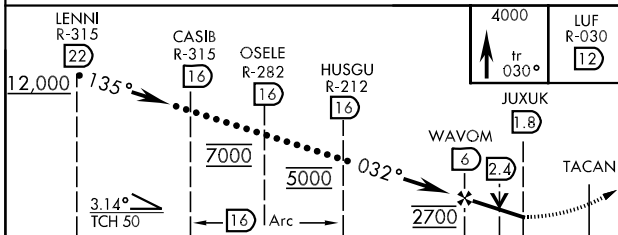
* Circling not authorized E of Rwy 03L-21R.

MISSED APPROACH: Track heading 030° to 4000, intercept LUF R-030 to JOKVI (LUF R-030/12 DME). Ctc LUKE APP CON.

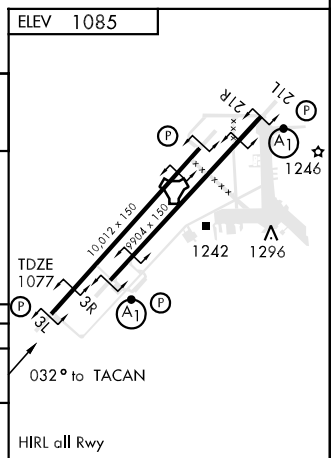
ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



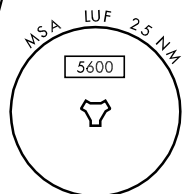
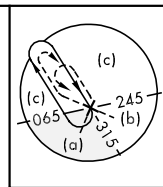
CATEGORY	C	D	E
S-3L	1500-1¼ 423 (500-1¼)	1500-1½ 423 (500-1½)	1500-1½ 423 (500-1½)
CIRCLING *	1560-1½ 475 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED



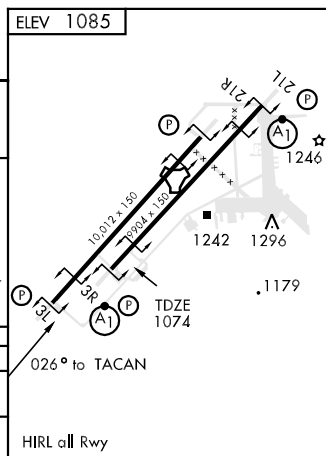
LUKE AFB (KLUF)

MISSED APPROACH: Track heading 030° to 4000, intercept LUF TACAN R-030 to JOKVI (LUF R-030/12 DME). Contact Luke APP CON.

CLNC DEL
126.25 273.475



EMERG SAFE ALT 100 NM 16,200

HIRL all Rwy

TACAN LUF Chan 77	APCH CRS 213°	Rwy Idg TDZE Arpt Elev	9904 1084 1085
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JAL-321 [USAF]

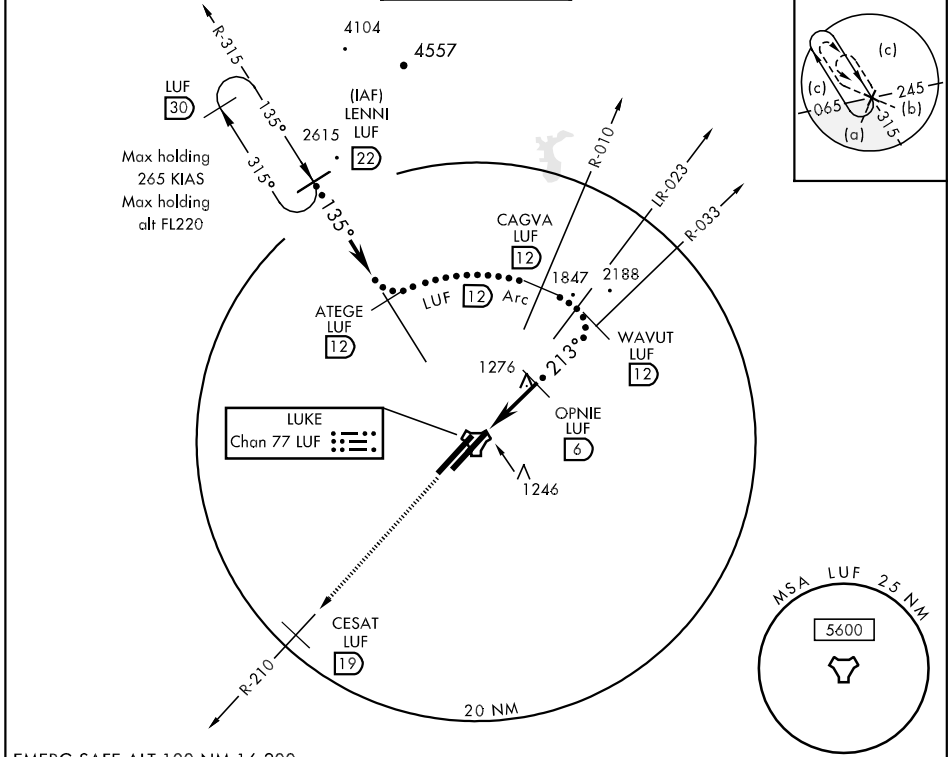
LUKE AFB (KLUF)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, increase CAT DE vis by ½ mile.
** Circling not authorized E of Rwy 3R-21L.

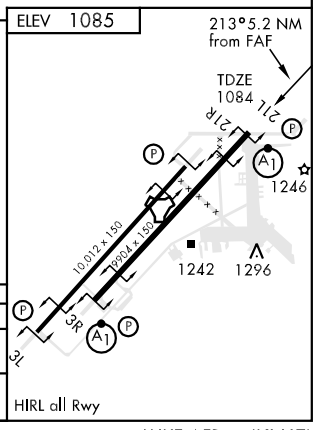
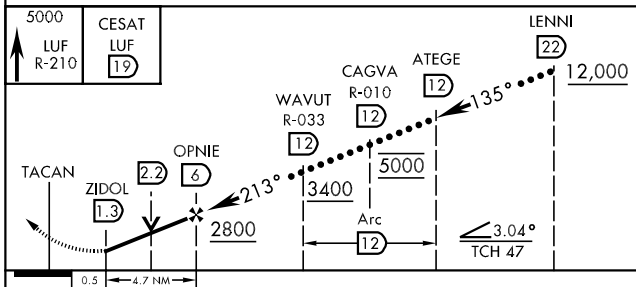


MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.

ATIS ★ 134.925 269.9	LUKE APP CON 118.15 363.12	LUKE TOWER ★ 119.1 379.9	GND CON 133.175 335.8	CLNC DEL 126.25 273.475
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-21L *	1580/40 496 (500-¾)	1580/50 496 (500-1)	1580/60 496 (500-1¼)
CIRCLING **	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

SW-4-22 OCT 2009 to 19 NOV 2009

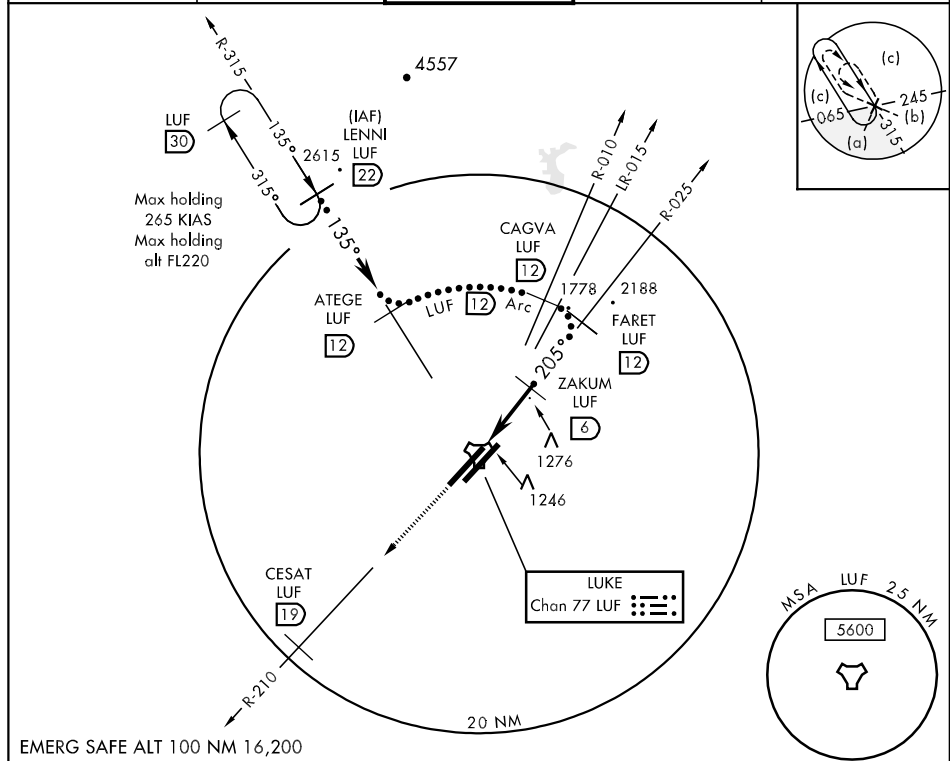
TACAN LUF Chan 77	APCH CRS 205°	Rwy Idg TDZE Arpt Elev 10,012 1085 1085
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JAL-321 [USAF]

LUKE AFB (KLUF)

<p>▼</p> <p>* Circling not authorized E of Rwy 3R-21L.</p>	<p>MISSED APPROACH: Track heading 210° to 5000. Intercept LUF TACAN R-210 to CESAT (LUF R-210/19 DME). Contact LUKE APP CON.</p>
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<p>ATIS ★</p> <p>134.925 269.9</p>	<p>LUKE APP CON</p> <p>118.15 363.12</p>	<p>LUKE TOWER ★</p> <p>119.1 379.9</p>	<p>GND CON</p> <p>133.175 335.8</p>	<p>CLNC DEL</p> <p>126.25 273.475</p>
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EMERG SAFE ALT 100 NM 16,200

5000 LUF R-210	CESAT LUF 19	ELEV 1085	LENNI R-315 22
TACAN	ZAKUM R-025 6	FARET R-025 12	CAGVA R-010 12
KIGPE 0.9	1.8	3000	3400
0.5	5.1 NM	4500	12,000
3.13° TCH 47			
CATEGORY	C	D	E
S-21R	1580-1¼ 495 (500-1¼)	1580-1½ 495 (500-1½)	1580-1¾ 495 (500-1¾)
CIRCLING *	1580-1½ 495 (500-1½)	1640-2 555 (600-2)	NOT AUTHORIZED

LENNI THREE ARRIVAL

ST-321 (FAA)

LUKE AIR FORCE BASE
GLENDALE, ARIZONA

ALBUQUERQUE CENTER

128.45 289.9
 LUKE RAPCON ★
 118.15 363.12
 LUKE TOWER ★
 119.1 379.9
 ATIS ★
 134.925 269.9
 METRO
 267.4

DRAKE
 114.1 DRK
 Chan 88
 N34°42.15'-W112°28.82'
 L-8, H-4

NOTE: Military Only.

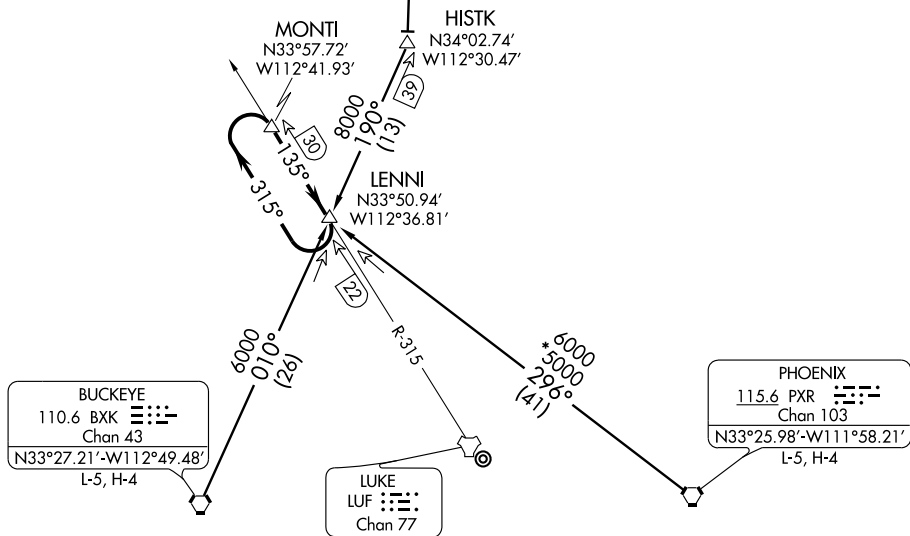
NOTE: DME required.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect to cross LENNI at FL220.

Expect one turn in holding at LENNI.

En-route descent DRAKE TRANSITION only.



NOTE: Chart not to scale.

BUCKEYE TRANSITION (BXX.LENNI3): From over BXX VORTAC via BXX R-010 to LENNI INT. Thence

DRAKE TRANSITION (DRK.LENNI3): From over DRK VORTAC via DRK R-168 and BXX R-010 to LENNI INT. Thence

PHOENIX TRANSITION (PXR.LENNI3): From over PXR VORTAC via PXR R-296 to LENNI INT. Thence

. . . . Expect one turn in holding at LENNI INT followed by HI-TACAN/HI-ILS or LOC/DME to Luke AFB.

LUKE-ONE DEPARTURE (LUKE1•DRK)

LUKE1•DRK (R-168)

GLENDAL, ARIZONA

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

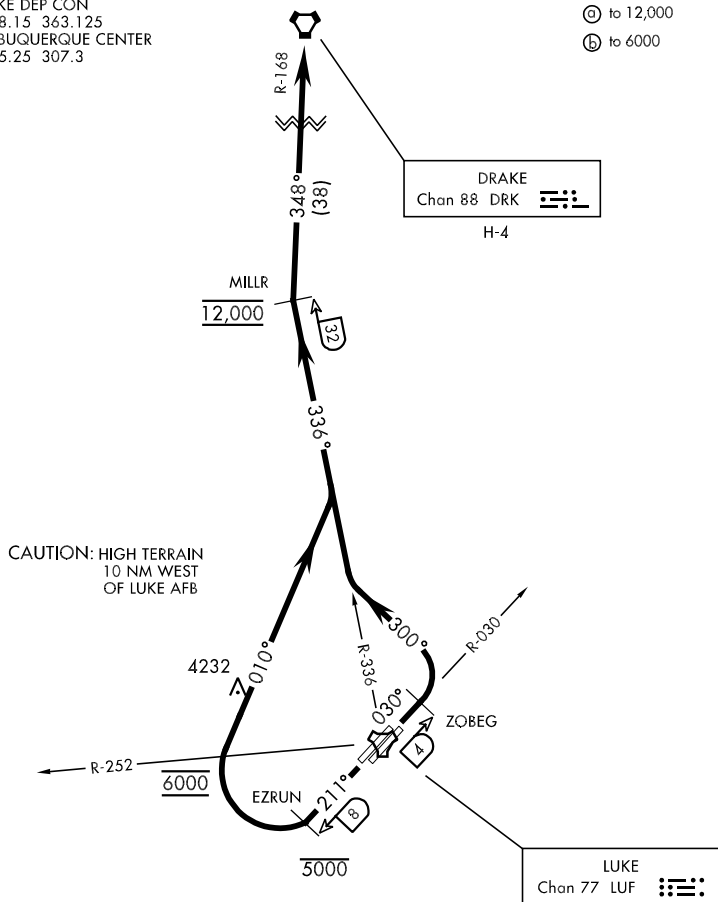
SH-321 [USAF]

Rwy	Knots	120	180	240	300	360
† 3L Ⓞ	V/V(fpm)	670	1000	1340	1670	2000
† 3R Ⓞ	V/V(fpm)	670	1010	1340	1680	2010
* 21L/R Ⓞ	V/V(fpm)	860	1290	1720	2150	2580

* Minimum † ATC Climb Rate

Ⓞ to 12,000

Ⓞ to 6000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam ZOBEG (LUF R-030/04) turn left and track 300° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross MILLR at and maintain 12,000 or as assigned by ATC.

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam EZRUN (LUF R-211/08) turn right to track 010° to intcp and proceed via LUF R-336 to MILLR (LUF R-336/32) then via DRK R-168 to DRK. Cross 8 DME at or below 5000, cross LUF R-252 at 6000, cross MILLR at and maintain 12,000 or as assigned by ATC.

LUKE-ONE DEPARTURE (LUKE1•DRK)

GLENDAL, ARIZONA

SW-4, 22 OCT 2009 to 19 NOV 2009

SW-4, 22 OCT 2009 to 19 NOV 2009

TANKZ-ONE DEPARTURE

SH-321 [USAF]

LUKE FWP (REST)
GLENDALE, ARIZONA

ATIS★134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

GLADDEN 1
MOA

7918



Minimum Climb Rate

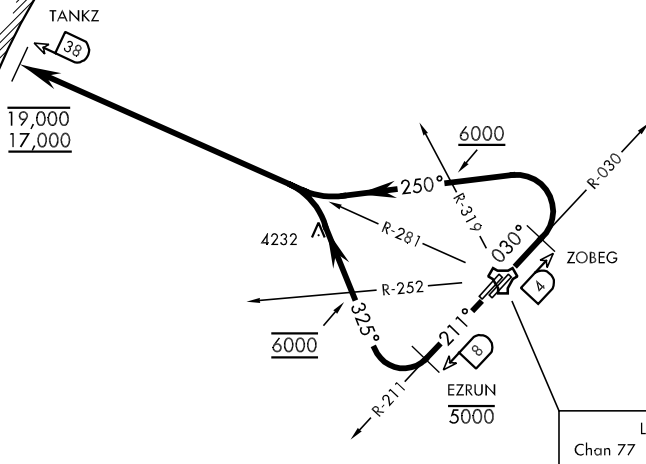
Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	660	990	1320	1650	1980

* From departure end of rwy to 6000

ATC Climb Rates

Rwy	Knots	120	180	240	300	360
* ALL	V/V(fpm)	780	1170	1560	1950	2340

* From departure end of rwy to 17,000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb on a track of 030°. Abeam LUF TACAN R-030/04 (ZOBEG) turn left heading 250° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross LUF R-319 at or above 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TAKE-OFF RWY 21 L/R: Climb on a track of 211°. Abeam LUF TACAN R-211/08 (EZRUN) turn right heading 325° to intercept and proceed via LUF R-281 to 38 DME (TANKZ). Cross 8 DME at or below 5000. Cross LUF R-252 at 6000. Cross TANKZ at or above 17,000 and below 19,000 (or as assigned by ATC).

TIRON-SEVEN DEPARTURE (TIRON7)

SH-321 [USAF]

GLENDALE, ARIZONA

ATIS ★ 134.925 269.9
CLNC DEL
126.25 273.475
GND CON
133.175 335.8
LUKE TOWER ★
119.1 379.9
LUKE DEP CON
118.15 363.125
ALBUQUERQUE CENTER
125.25 307.3

BAGDAD 1
MOA

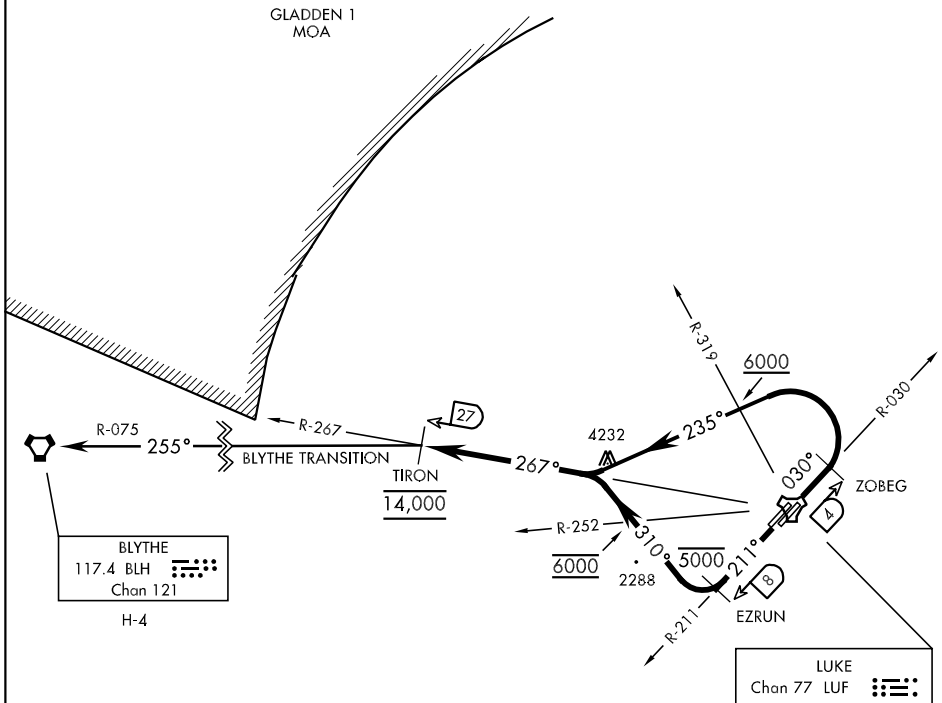
Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	700	1050	1400	1750	2100
21 L/R	V/V(fpm)	640	960	1280	1600	1920

Minimum Climb Rate from DER to 6000.

Rwy	Knots	120	180	240	300	360
3 L/R	V/V(fpm)	860	1290	1720	2150	2580
21 L/R	V/V(fpm)	910	1360	1810	2260	2720

ATC Climb Rates from DER to 14,000

GLADDEN 1
MOA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3 L/R: Climb tracking 030°. Abeam LUF TACAN R-030/04 DME (ZOBEG) turn left heading 235° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross LUF R-319 at or above 6000. Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

TAKE-OFF RWY 21 L/R: Climb tracking 211°. Abeam LUF TACAN R-211/08 DME (EZRUN) turn right heading 310° to intercept and proceed via LUF R-267 to LUF 27 DME (TIRON). Cross abeam EZRUN at or below 5000. Cross LUF R-252 at 6000, Cross TIRON at 14,000 (or as assigned by ATC). Then via assigned route or transition.

BLYTHE TRANSITION (TIRON7•BLH): Via the BLH VORTAC R-075 to BLH.

TIRON-SEVEN DEPARTURE (TIRON7)

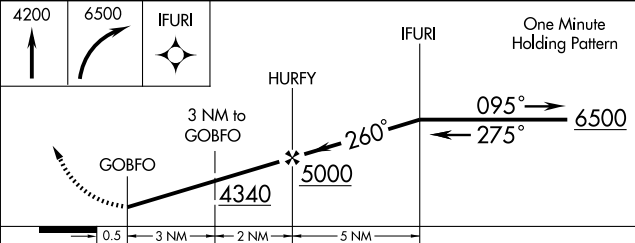
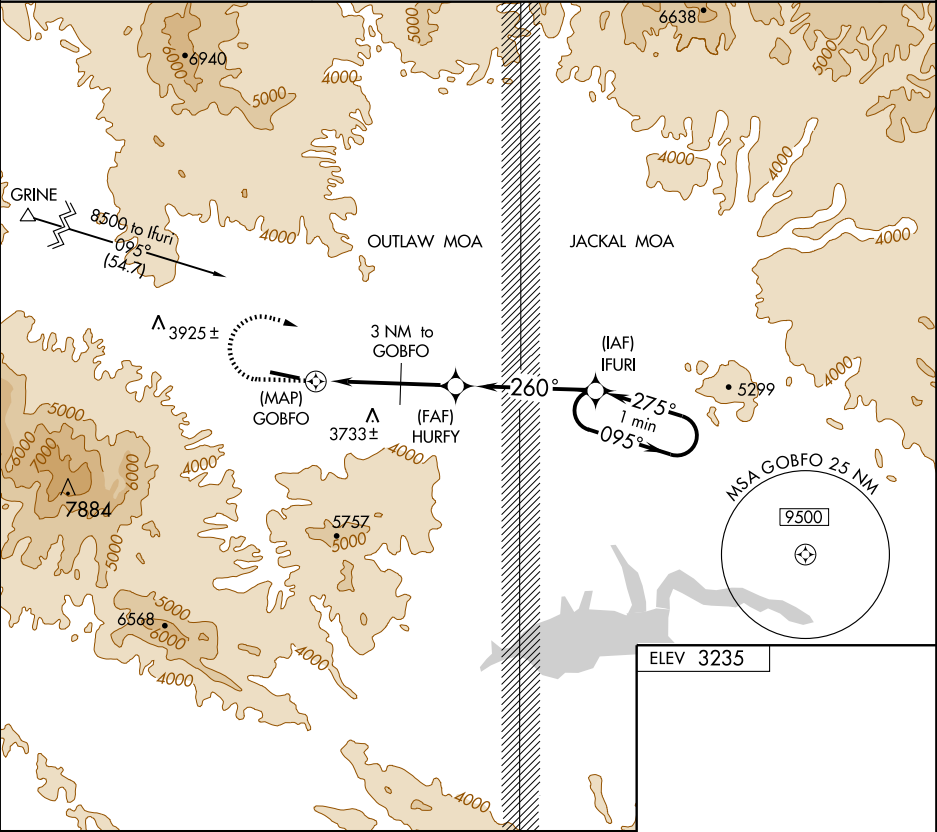
GLENDALE, ARIZONA

APP CRS	Rwy Idg	6500
260°	TDZE	3200
	Apt Elev	3235

GPS RWY 27
GLOBE/SAN CARLOS APACHE (P13)

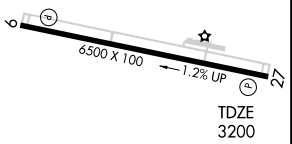
NA Obtain local altimeter setting on CTAF; when not received, procedure not authorized.	MISSED APPROACH: Climb to 4200, then climbing right turn to 6500 direct IFURI WP and hold.
---	--

AWOS-3 120.075	ALBUQUERQUE CENTER 125.4 269.3	UNICOM 122.8 (CTAF) 0
-------------------	-----------------------------------	---------------------------------



CATEGORY	A	B	C	D
S-27	3780-1	580 (600-1)	NA	NA
CIRCLING	3980-1 745 (800-1)	3980-1¼ 745 (800-1¼)	NA	NA

ELEV 3235



MIRL Rwy 9-27 **0**
REIL Rwys 9 and 27

IZTIR TWO DEPARTURE (RNAV) (OBSTACLE)

ALBUQUERQUE CENTER

125.4 269.3

PRESCOTT RADIO

122.4

△
SALTSTAKE-OFF MINIMUMS

Rwy 9: Standard with minimum climb of 409' per NM to 6900.

Rwy 27: Standard with minimum climb of 370' per NM to 5500.

TAKE-OFF OBSTACLE NOTES

Rwy 9: Numerous trees beginning 566' from DER, 126' right of centerline, up to 40' AGL/3289' MSL.

Rwy 27: Tree 6707' from DER, 958' right of centerline, 40' AGL/3439' MSL.

△
PEAKS

IZTIR

RIPUW

HAWRA

OUTLAW MOA

J
A
C
K
A
L

M
O
A324°
(10)300°
(14)

3900

270°

090°

3600

NOTE: GPS required.

NOTE: RNAV 1

NOTE: When OUTLAW MOA active, cross RIPUW at 7000', then continue climb to MEA/MCA for direction of flight.

NOTE: Take-off Rwy 9/27: Do not exceed 200 KIAS until RIPUW.
Do not exceed 250 KIAS until IZTIR.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTIONTAKE-OFF RUNWAY 9: Climb heading 090° to 3600, then climbing left turn direct HAWRA, then via depicted route to IZTIR. Thence....TAKE-OFF RUNWAY 27: Climb heading 270° to 3900, then climbing right turn direct HAWRA, then via depicted route to IZTIR. Thence....

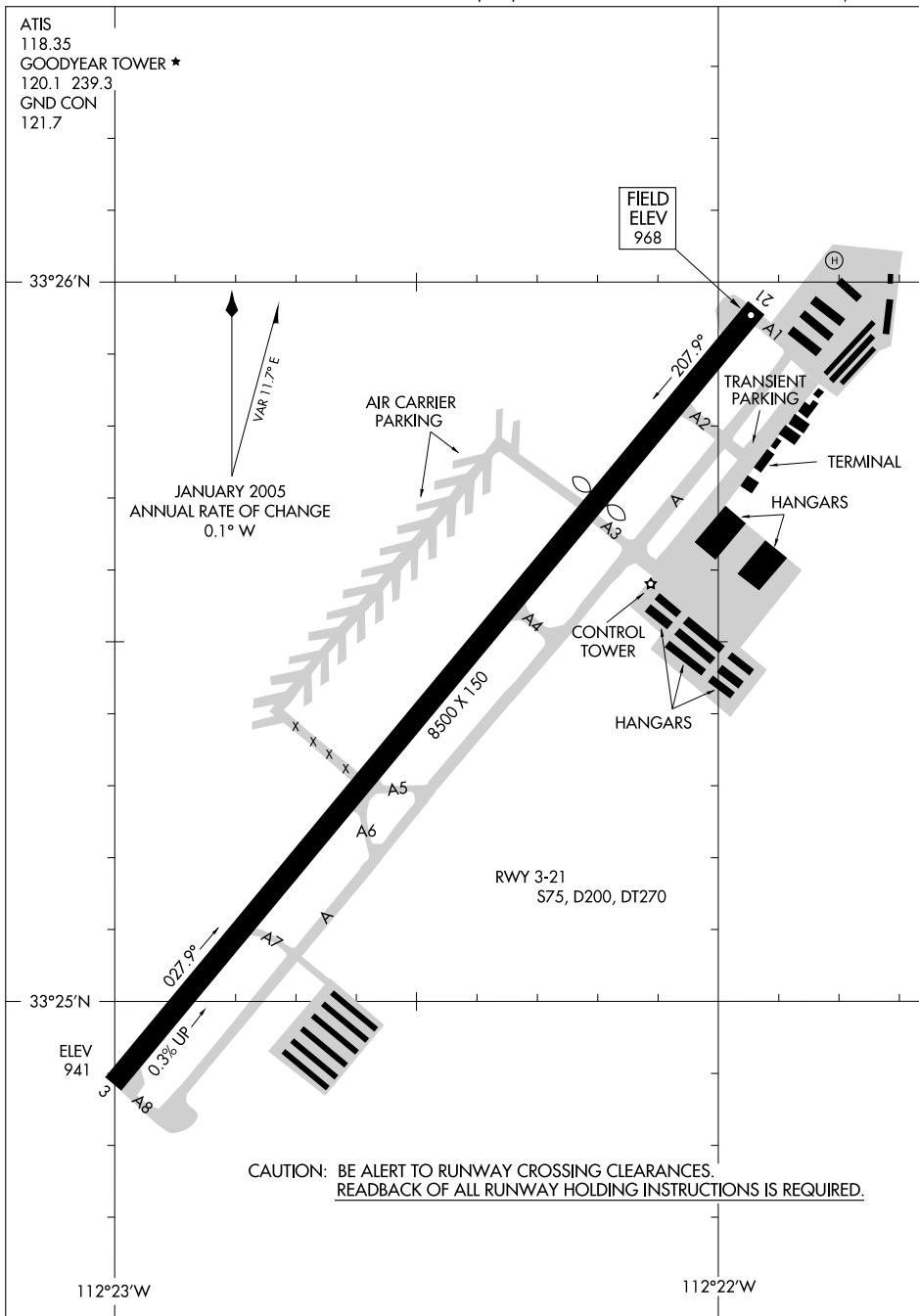
....climb on course to MEA for assigned route of flight.

AIRPORT DIAGRAM

AL-6648 (FAA)

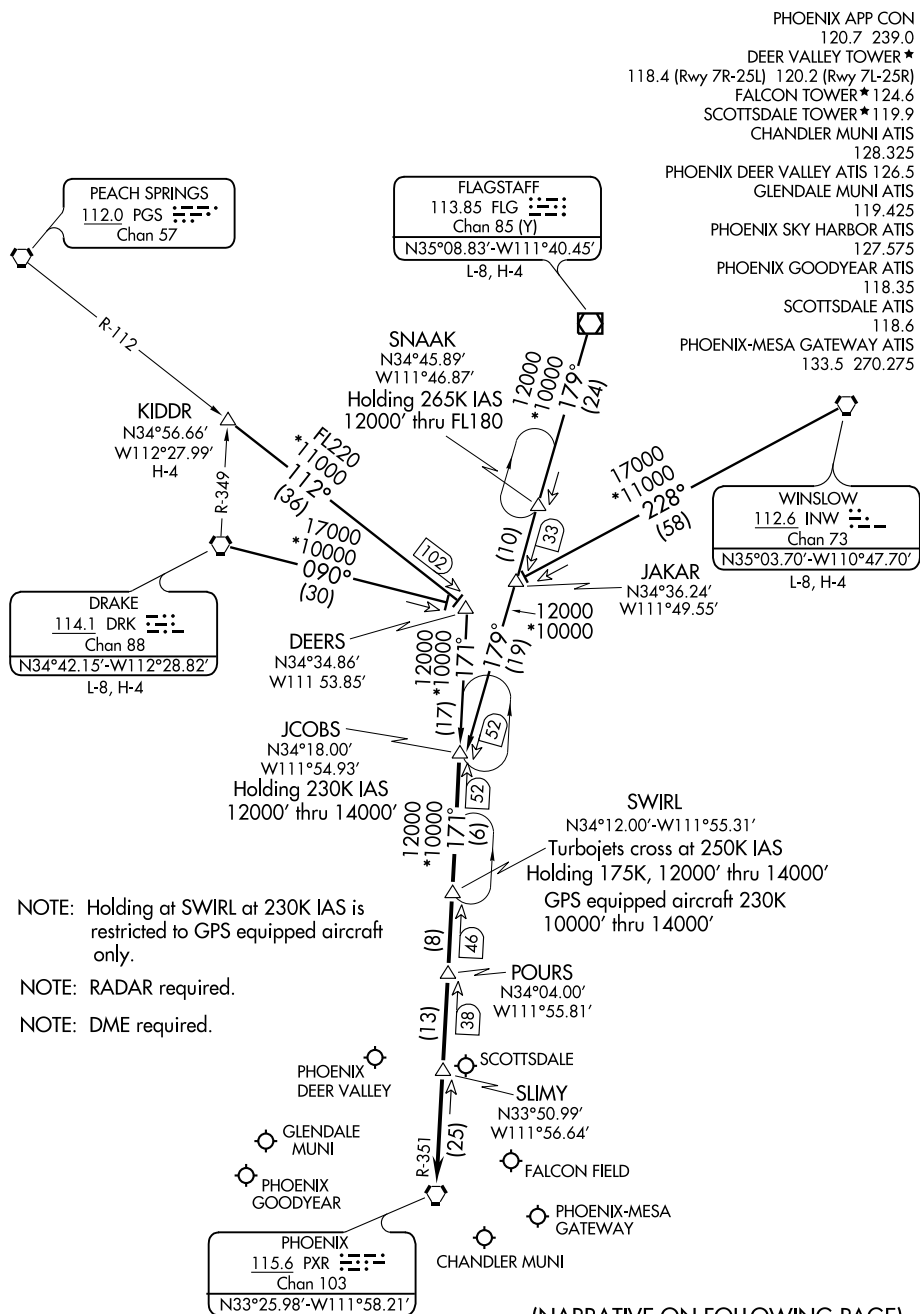
GOODYEAR/PHOENIX GOODYEAR (GYR)
GOODYEAR, ARIZONA

ATIS
118.35
GOODYEAR TOWER ★
120.1 239.3
GND CON
121.7



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

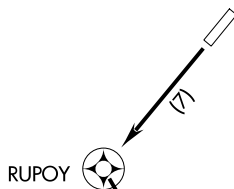
... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

(POTER I .POTER) 08325 SL-6648 (FAA)
POTER ONE DEPARTURE (RNAV) (OBSTACLE)

GOODYEAR/ PHOENIX GOODYEAR (GYR)
GOODYEAR, ARIZONA

ATIS 118.35
GND CON 121.7
GOODYEAR TOWER ★
120.1
LUKE DEP CON★
125.45



TAKE-OFF MINIMUMS

Rwy 3: Not authorized-ATC.
Rwy 21: Standard.

NOTE: 1. GPS Required
2. RNAV 1

△ POTER



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb to 8000 direct RUPOY and via 137° track to POTER.

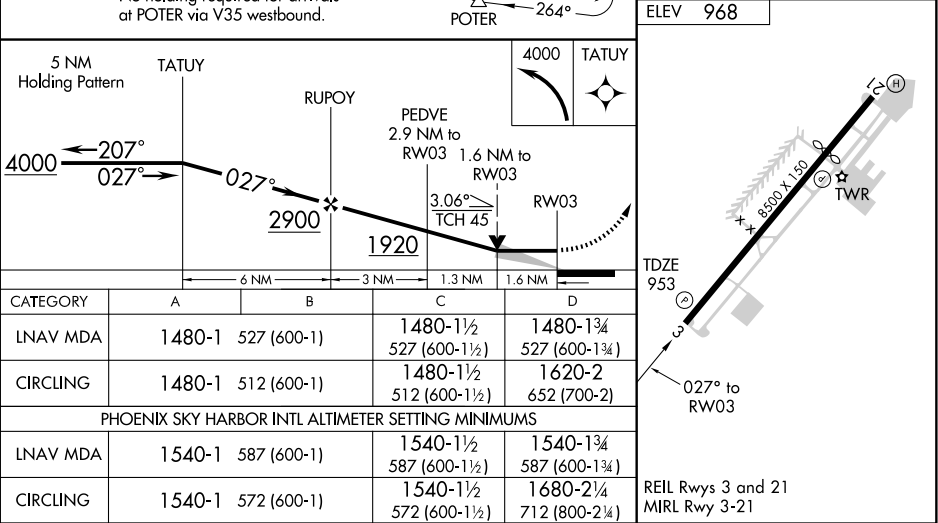
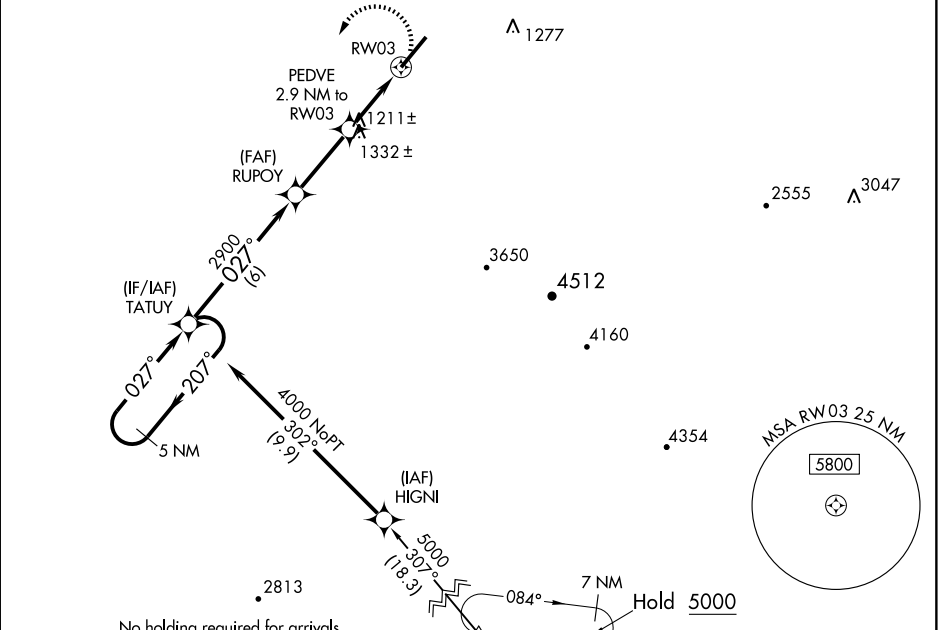
Procedure NA at night. DME/DME RNP -0.3 NA.

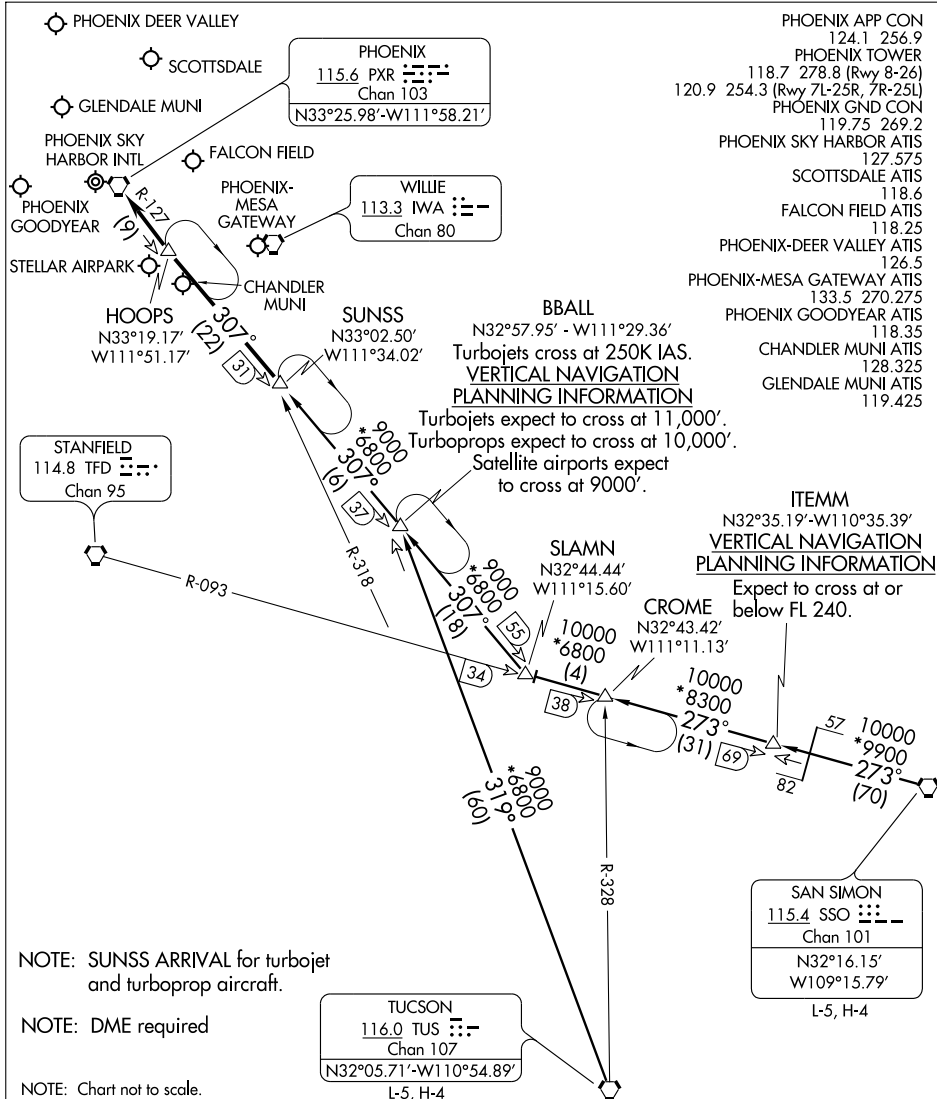
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.

VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct TATUY and hold.

ATIS 118.35	LUKE APP CON * 125.45 263.125	GOODYEAR TOWER * 120.1 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

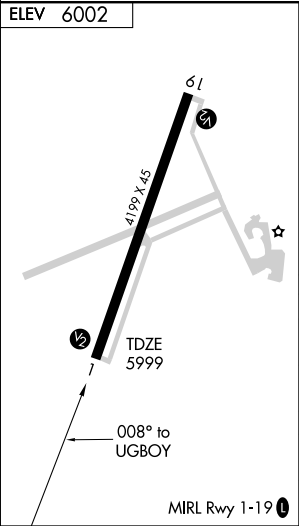
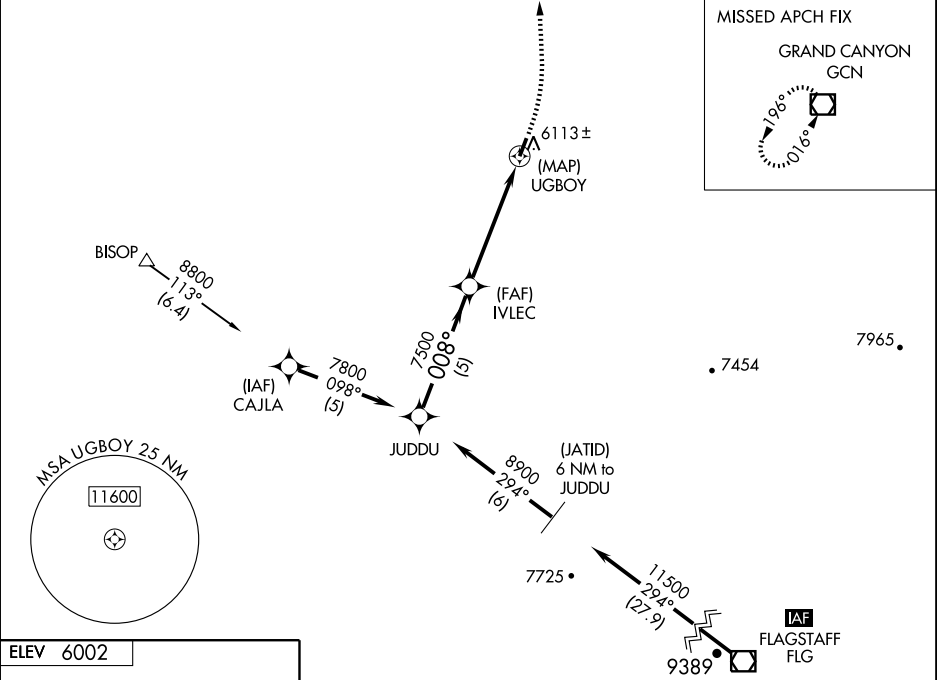
APP CRS 008°	Rwy Idg TDZE Apt Elev	4199 5999 6002
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GPS RWY 1
GRAND CANYON/ VALLE (40G)

⚠️ **NA** **IAF** ARM APPROACH MODE PRIOR TO IAF.
Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climbing left turn to 10000 direct to GCN VOR/DME and hold.

LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0
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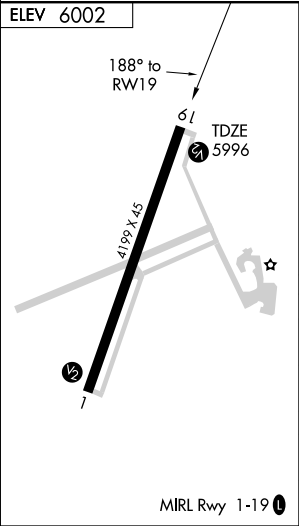
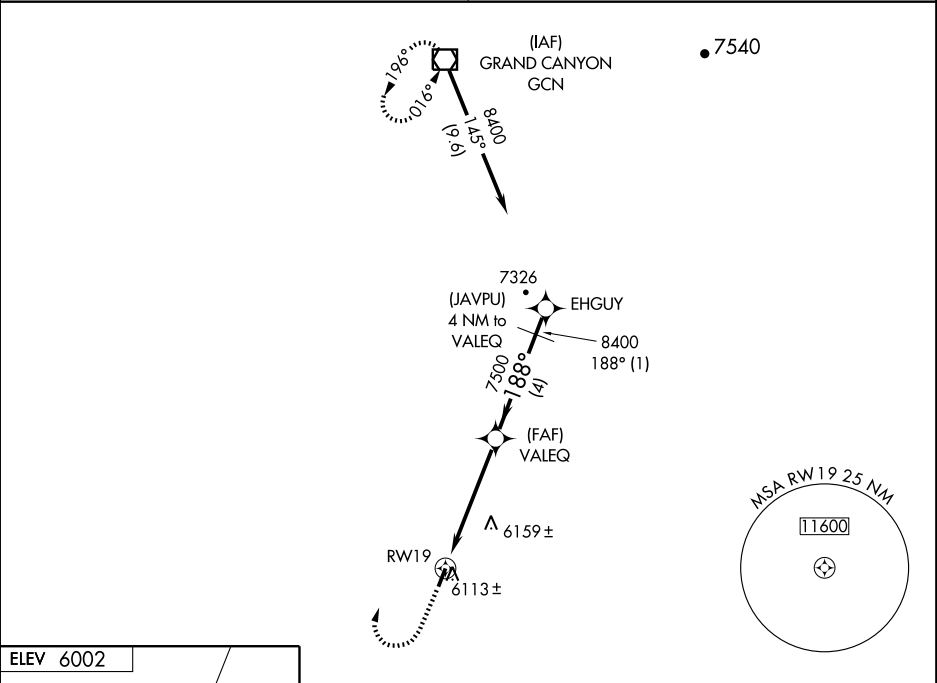


JUDDU		IVLEC		10000	GCN
7800		008°		UGBOY	
Procedure Turn NA		7500		5 NM	
CATEGORY	A	B	C	D	
S-1	6480-1	481 (500-1)	6480-1¼ 481 (500-1¼)	NA	
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA	
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS					
S-1	6620-1	621 (700-1)	6620-1¾ 621 (700-1¾)	NA	
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA	

APP CRS 188°	Rwy Idg TDZE Apt Elev	4199 5996 6002
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GPS RWY 19
GRAND CANYON/ VALLE (40G)

NA Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.	MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.
LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF) 0



	7000	10000	GCN				
				VALEQ	7500	188°	8400
							8400
							Procedure Turn NA
CATEGORY	A	B	C	D			
S-19	6420-1	424 (500-1)	6420-1½ 424 (500-1¼)	NA			
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA			
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS							
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA			
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA			

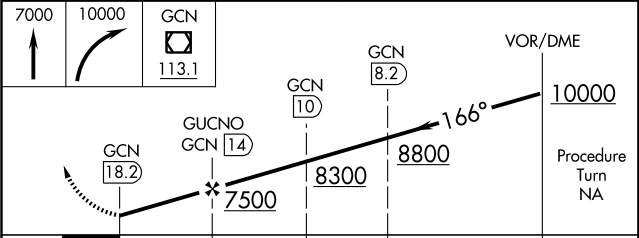
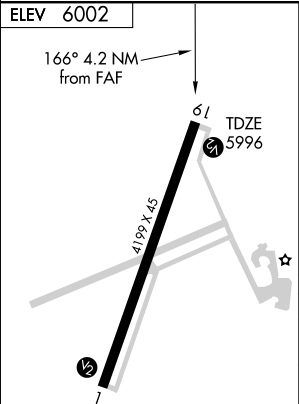
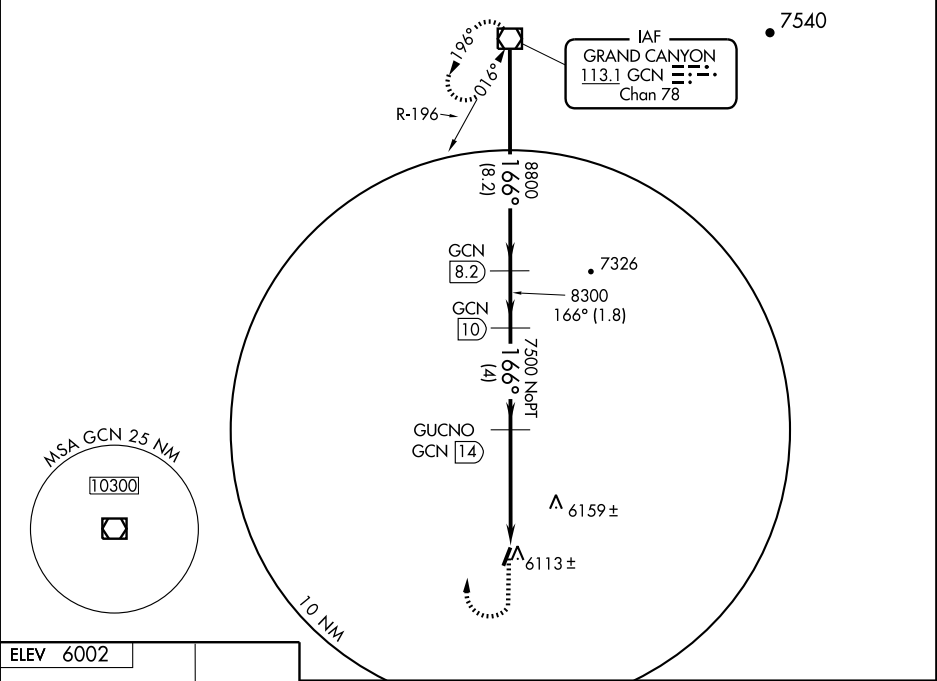
VOR/DME GCN	APP CRS	Rwy Idg	4199
113.1	166°	TDZE	5996
Chan 78		Apt Elev	6002

VOR/DME RWY 19
GRAND CANYON/ VALLE (400G)

Obtain local altimeter setting on CTAF; when not received use Grand Canyon National Park altimeter setting. When neither received procedure not authorized.

MISSED APPROACH: Climb to 7000 then climbing right turn to 10000 direct GCN VOR/DME and hold.

LOS ANGELES CENTER 124.85 319.2	UNICOM 122.8 (CTAF)
------------------------------------	------------------------



CATEGORY	A	B	C	D
S-19	6420-1	424 (500-1)	6420-1½ 424 (500-1½)	NA
CIRCLING	6480-1	478 (500-1)	6500-1½ 498 (500-1½)	NA
GRAND CANYON NATIONAL PARK ALTIMETER SETTING MINIMUMS				
S-19	6540-1	544 (600-1)	6540-1½ 544 (600-1½)	NA
CIRCLING	6620-1	618 (700-1)	6640-1¾ 638 (700-1¾)	NA

AIRPORT DIAGRAM

AL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)

GRAND CANYON, ARIZONA

ATIS 124.3
CANYON TOWER*
119.0
GND CON
121.9

35°58'N

VAR 12.1° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

FIELD
ELEV
6609

TRANSIENT
PARKINGFIRE
STATION

TERMINAL

GENERAL
AVIATION
PARKING

6756

■ CONTROL
TOWER

35°57'N

ELEV
6533

8999 X 150

028.6°
0.7% UP

RWY 3-21

S88, D108, ST137, DT160

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

112°09'W

112°08'W

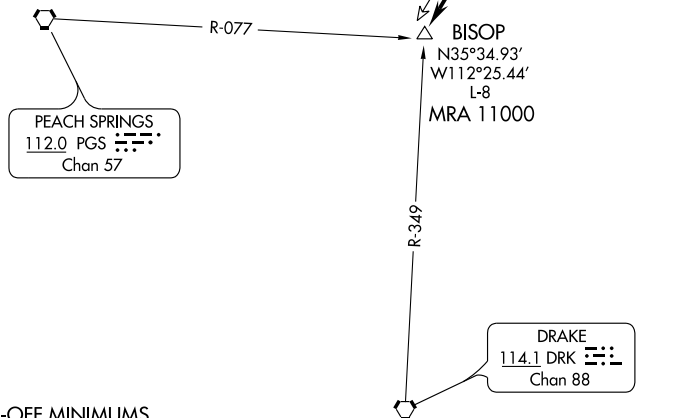
GRAND TWO DEPARTURE (OBSTACLE)

ATIS 124.3
GND CON
121.9
CANYON TOWER ★
119.0
ALBUQUERQUE CENTER
128.45 298.9
LOS ANGELES CENTER
124.85 319.2
UNICOM 122.95

GRAND CANYON
113.1 GCN
Chan 78

TAKEOFF OBSTACLE NOTES

RWY 21: Multiple bushes and trees beginning 269' from DER, 499' left of centerline, up to 70' AGL/6691' MSL.
Multiple trees beginning 2831' from DER, 843' right of centerline, up to 70' AGL/6628' MSL.



TAKE-OFF MINIMUMS

Rwy 3, NA.

Rwy 21: 200-1¼ or standard with minimum climb of 234' per NM to 7000', or alternatively, with standard takeoff minimums and normal 200 feet/NM climb gradient, takeoff must occur no later than 1800 feet prior to departure end of runway.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA.

TAKE-OFF RUNWAY 21: Climb heading 207° to 7000', then turn left heading 175° to intercept GCN R-196 to BISOP INT. Expect filed altitude 10 minutes after departure.

LOC I-GCN	APP CRS	Rwy Idg	8999
108.9	027°	TDZE	6556
		Apt Elev	6609

DME from GCN VOR/DME. Simultaneous reception of I-GCN and GCN DME required.
Inoperative table does not apply to S-LOC 3 CAT C.

MALS

MISSED APPROACH: Climb to 10000 direct GCN VOR/DME and hold.

ATIS	LOS ANGELES CENTER	CANYON TOWER★	GND CON	UNICOM
124.3	124.85 319.2	119.0 (CTAF) 0	121.9	122.95

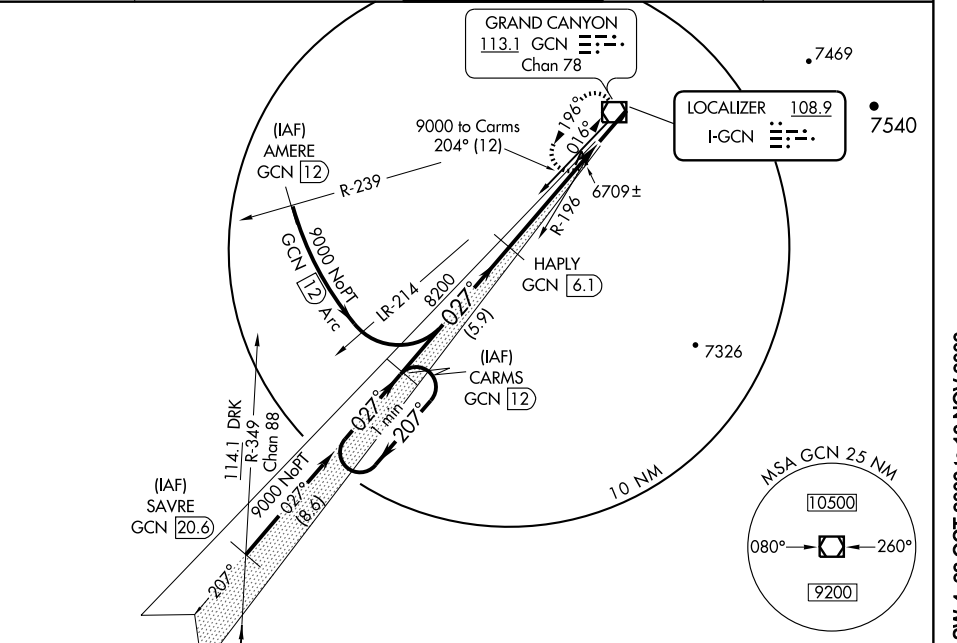


Diagram illustrating a holding pattern and DME requirements.

One Minute Holding Pattern

9000 ← 207° / 027° → **8200**

GS 3.00° TCH 59

DME REQUIRED

10000 GCN 113.1

8200 GCN 1.7

5.9 NM **4.5 NM** **0.5**

CATEGORY	A	B	C	D
S-ILS 3	6765-¾ 209 (200-¾)			
S-LOC 3	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1 531 (600-1)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)

ELEV 6609

6729 ± **6721 ±** **6743 ±** **6756** **6647 ±**

8999 X 150 **0.7% UP** **1.0% DOWN**

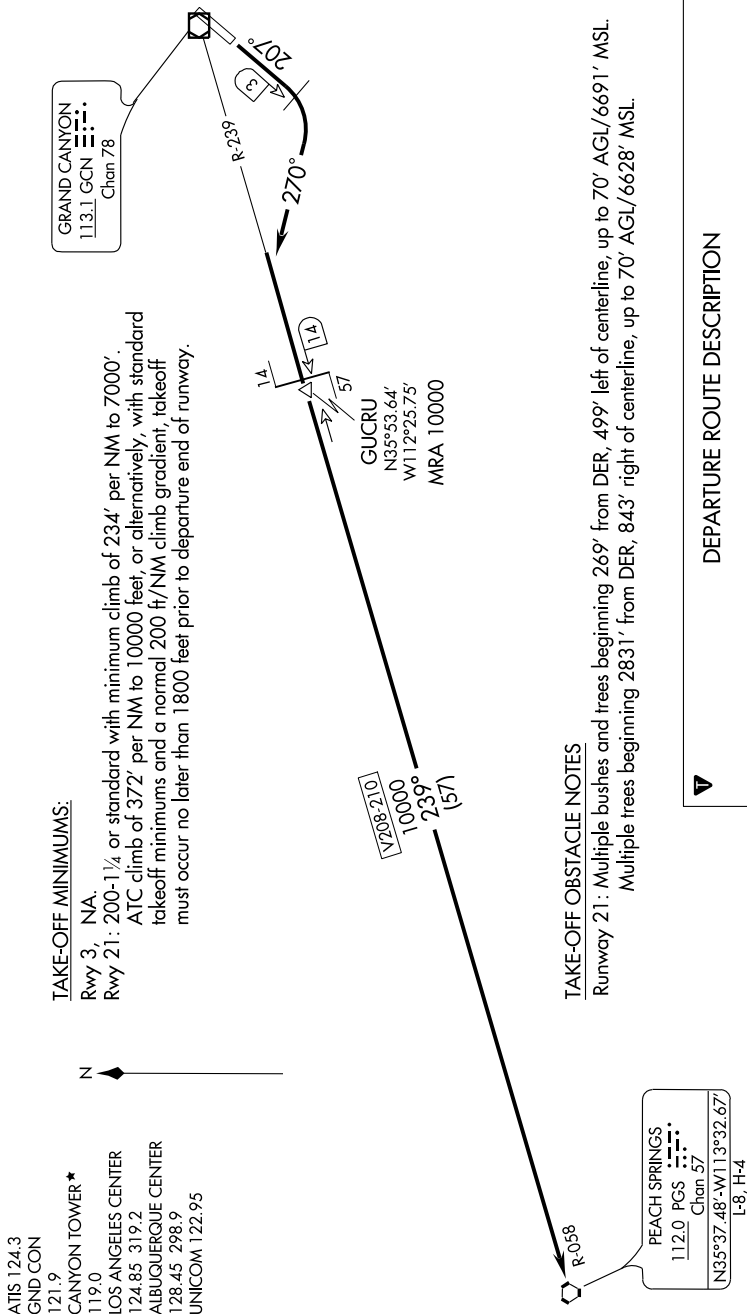
TDZE 6556 **027° 5 NM from FAF**

REIL Rwy 21 **MIRL Rwy 3-21**

Knots	60	90	120	150	180
Min:Sec					

PARKS TWO DEPARTURE

SL-5381 (FAA)

GRAND CANYON NATIONAL PARK (GCN)
GRAND CANYON, ARIZONA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: NA

TAKE-OFF RUNWAY 21: Climb heading 207° until GCN 3 DME, then turn right heading 270° to intercept GCN R-239 to GUCRU/GCN 14 DME at or above 10000' then via V208-210 to PGS VORTAC. Expect filed altitude 10 minutes after departure.

NOTE: DME required.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	8999
027°	TDZE	6556
	Apt Elev	6609

RNAV (GPS) RWY 3

GRAND CANYON NATIONAL PARK (GCN)

T	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
A NA	Baro-VNAV NA below -28°C (-18°F). Inoperative table does not apply to LNAV Cat C.

MALS
—
A₄

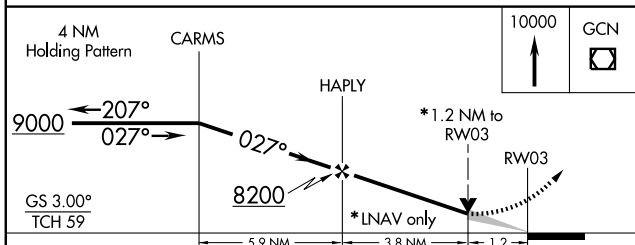
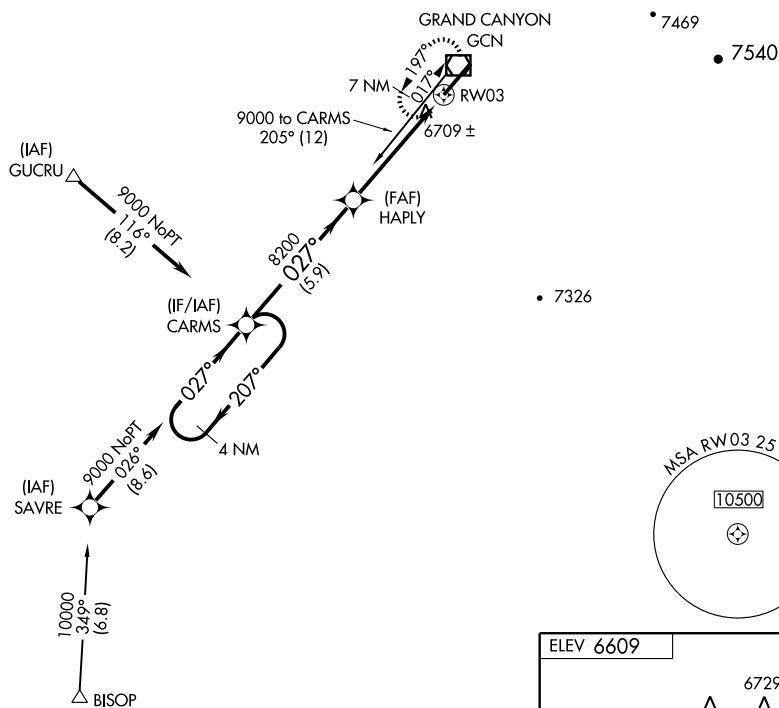
MISSED APPROACH: Climb to 10000 direct GCN
VOR/DME and hold.

ATIS
124.3

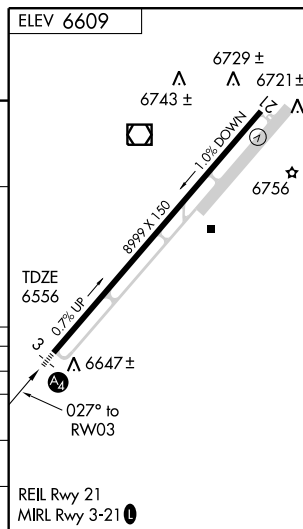
LOS ANGELES CENTER
124.85 319.2

CANYON TOWER★
119.0 (CTAF) L

GND CON
121.9

UNICOM
122.95

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	6960-1½ 404 (400-1½)			
LNAV MDA	6960-¾ 404 (400-¾)		6960-1¼ 404 (400-1¼)	
CIRCLING	7140-1½ 531 (600-1½)		7160-1½ 551 (600-1½)	7220-2 611 (700-2)



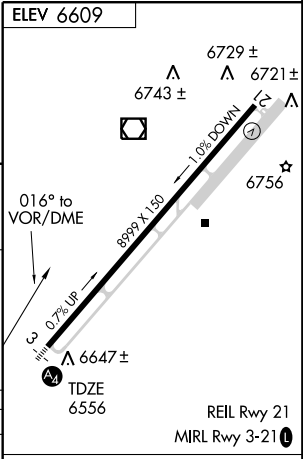
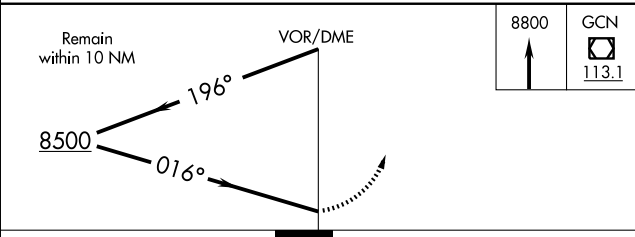
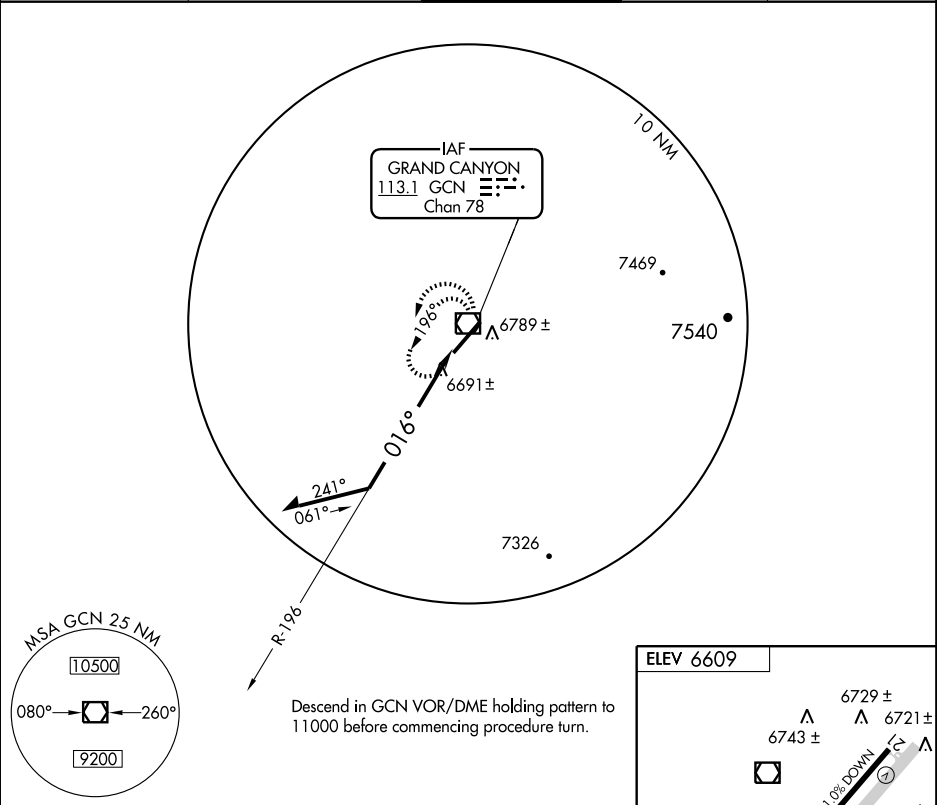
VOR RWY 3

GRAND CANYON NATIONAL PARK (GCN)

VOR/DME GCN	APP CRS	Rwy Idg
113.1	016°	8999
Chan 78		TDZE 6556
		Apt Elev 6609

<div><div></div><div>Inoperative table does not apply to S-3 Cat C.</div></div>	<div><div>MALS</div><div><div></div><div></div></div></div>	MISSED APPROACH: Climb to 8800 in GCN VOR/DME holding pattern.
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ATIS 124.3	LOS ANGELES CENTER 124.85 319.2	CANYON TOWER ★ 119.0 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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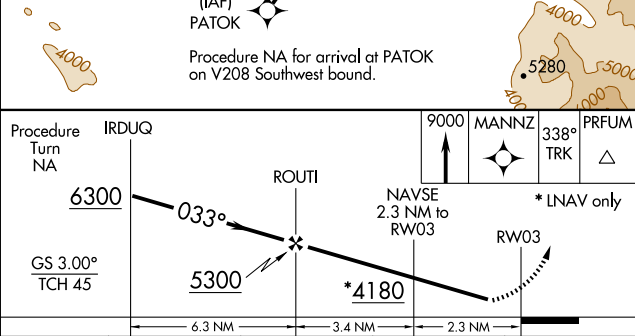
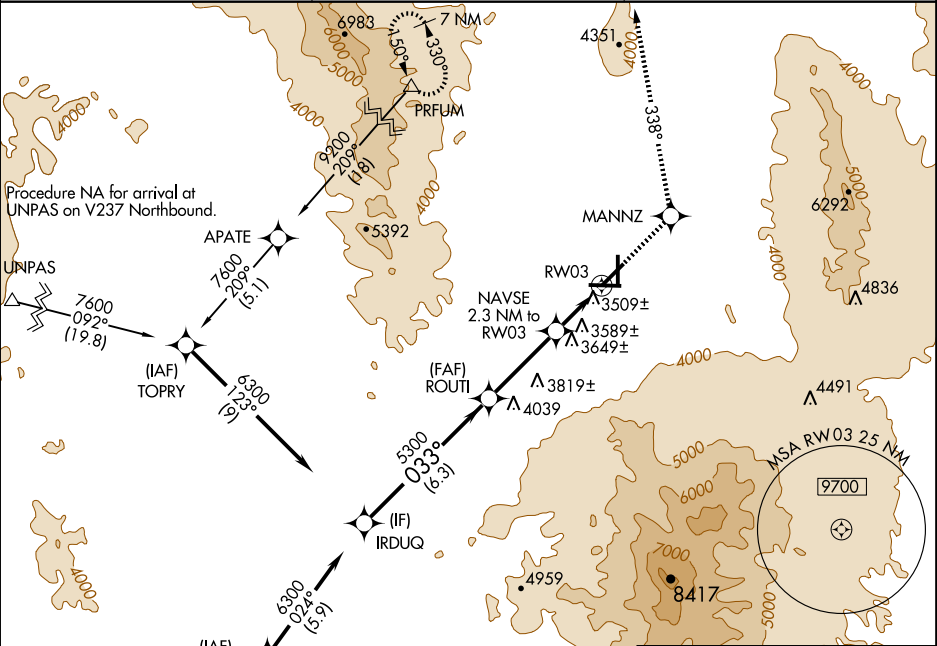
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-3	7100-3/4 544 (600-3/4)		7100-1 1/2 544 (600-1 1/2)	7100-1 3/4 544 (600-1 3/4)	Min:Sec					
CIRCLING	7140-1 531 (600-1)		7160-1 1/2 551 (600-1 1/2)	7220-2 611 (700-2)						

WAAS CH 86312 W03A	APP CRS 033°	Rwy Idg TDZE Apt Elev	6827 3412 3449
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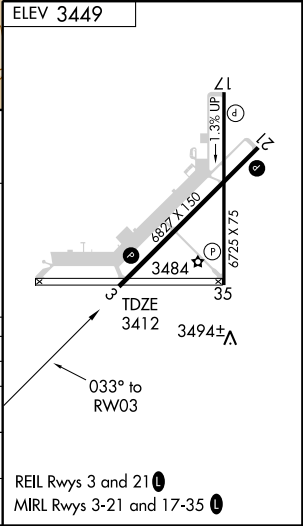
RNAV (GPS) RWY 3
KINGMAN (IGM)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. ▲ Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 9000 direct MANNZ and via track 338° to PRFUM and hold, continue climb-in-hold to 9000.</p>
--	---

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		3713-1	301 (400-1)	
LNAV/VNAV DA		3952-2	540 (600-2)	
LNAV MDA	3840-1	428 (500-1)	3840-1½ 428 (500-1½)	3840-1½ 428 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2½)



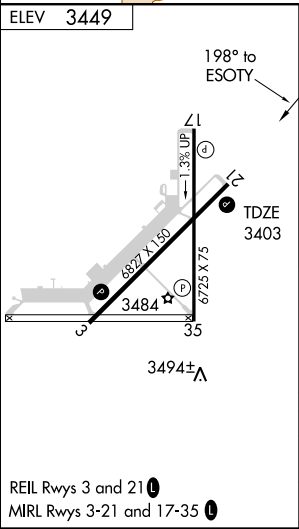
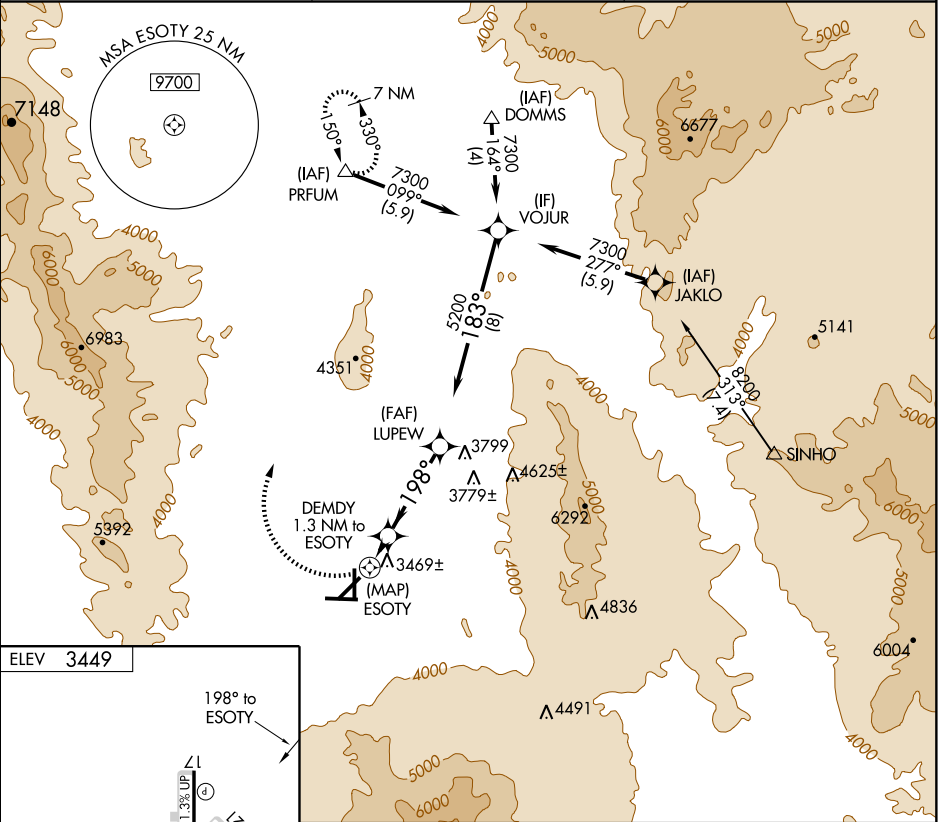
APP CRS	Rwy Idg	6827
198°	TDZE	3403
	Apt Elev	3449

RNAV (GPS) Y RWY 21

KINGMAN (IGM)

 DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing right turn to 9000 direct PRFUM and hold, continue climb-in-hold to 9000.
 Visibility reduction by helicopters NA.	

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 
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<div><div>9000</div><div></div></div>		VOJUR		
ESOTY		7300		
DEMDY 1.3 NM to ESOTY		LUPEW		
4000		5200		
198°		183°		
3.03° TCH 45		Procedure Turn NA		
0.5		8 NM		
CATEGORY	A	B	C	D
LNAV MDA	3820-1	417 (500-1)	3820-1¼	417 (500-1¼)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)

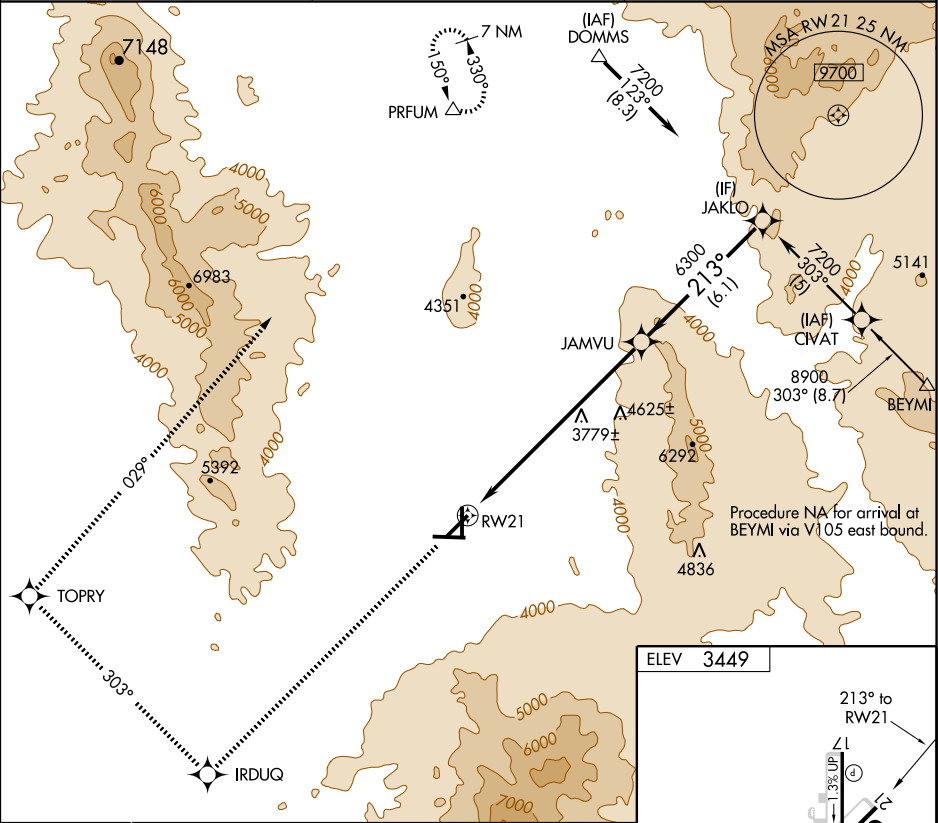
WAAS CH 70612 W21A	APP CRS 213°	Rwy Idg TDZE Apt Elev	6827 3403 3449
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RNAV (GPS) Z RWY 21

KINGMAN (IGM)

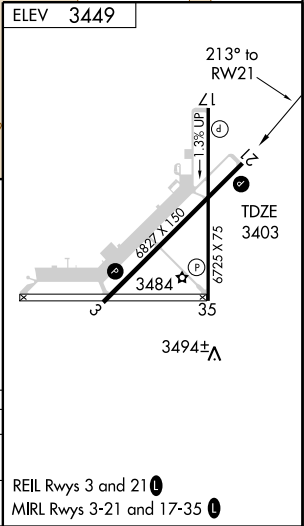
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	MISSED APPROACH: Climb to 9000 direct IRDUQ and via track 303° to TOPRY and via track 029° to PRFUM and hold.
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ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF)
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9000	IRDUQ	303°	TOPRY	029°	PRFUM	
		TRACK		TRACK		

CATEGORY	A	B	C	D
LPV DA	3653-1 250 (300-1)			
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2¼ 691 (700-2¼)



VOR/DME IGM 108.8 Chan 25	APP CRS 190°	Rwy Idg TDZE Apt Elev 3427
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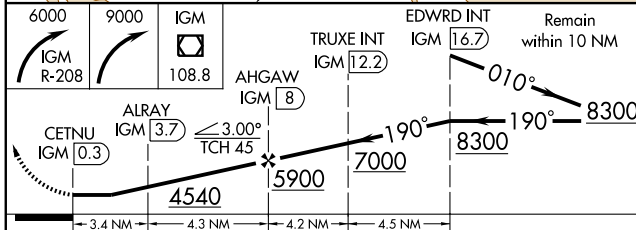
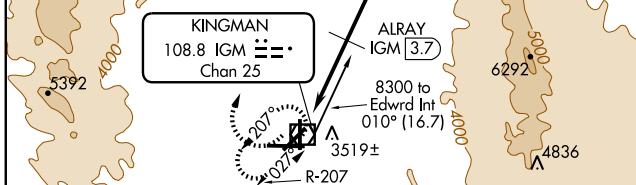
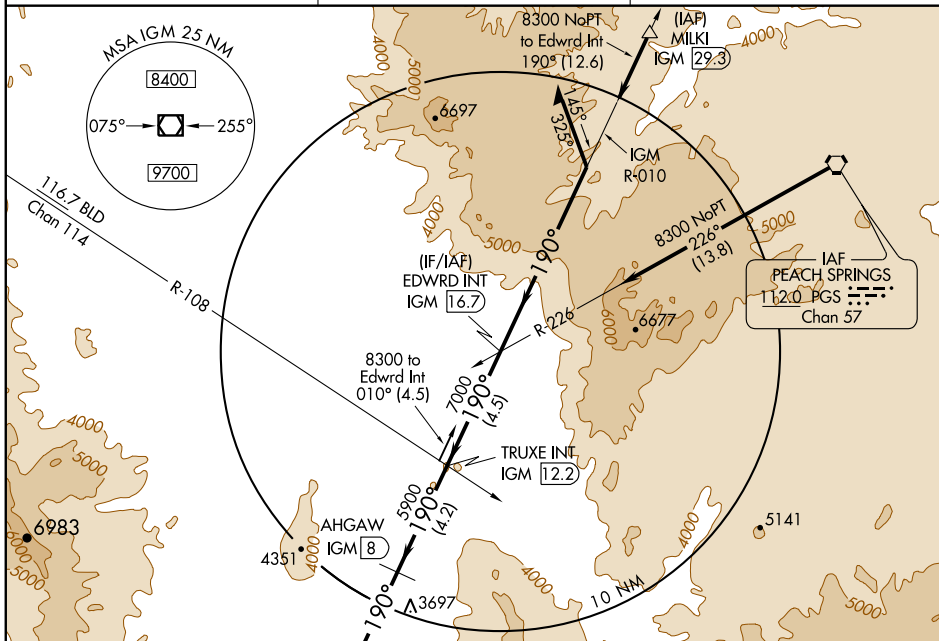
VOR/DME RWY 21

KINGMAN (IGM)

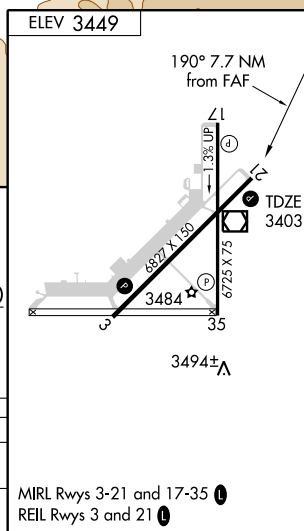
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 6000 via IGM VOR/DME R-208 then climbing right turn to 9000 direct IGM VOR/DME and hold.

ASOS 119.275	PRESCOTT RADIO 122.1R	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-21	3880-1	477 (500-1)	3880-1½ 477 (500-1½)	3880-1½ 477 (500-1½)
CIRCLING	3980-1 531 (600-1)	4020-1 571 (600-1)	4020-1½ 571 (600-1½)	4140-2½ 691 (700-2½)

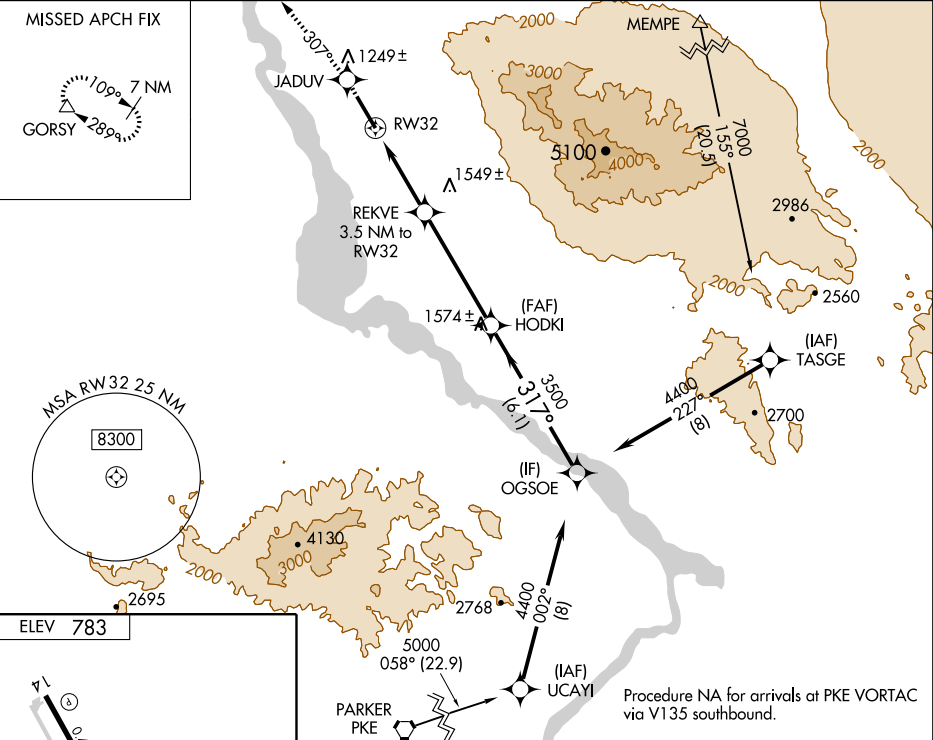


MRL Rwy 3-21 and 17-35 0
REIL Rwy 3 and 21 0

NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Needles altimeter setting and increase all DA/MDA 80 feet and all visibilities ½ mile. VDP NA when using Needles altimeter setting. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climb to 6300 direct JADUV and via 307° track to GORSY and hold, continue climb-in-hold to 6300.

AWOS-3 119.025 364	LOS ANGELES CENTER 134.65 314.2	UNICOM 122.7 (CTAF) 1
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6300 ↑		JADUV ✦		307° track		GORSY △		VGSI and RNAV glidepath not coincident.			
*LNAV only				REKVE 3.5 NM to RW32		HODKI		Procedure Turn NA		OGSOE	
RW32		*2.6 NM to RW32		1940*		✖		317°		4400	
2.6 NM		0.9		4.7 NM		6.1 NM		3500		GS 3.00° TCH 50	
CATEGORY		A		B		C		D			
LPV DA				1265-1¾		482 (500-1¾)					
LNAV MDA		1660-1 877 (900-1)		1660-1¼ 877 (900-1¼)		1660-2½ 877 (900-2½)		1660-2¾ 877 (900-2¾)			
CIRCLING		1660-1 877 (900-1)		1660-1¼ 877 (900-1¼)		1660-2½ 877 (900-2½)		1660-2¾ 877 (900-2¾)			

VORTAC EED 115.2 Chan 99	APP CRS 139°	Rwy Idg TDZE Apt Elev	N/A N/A 783
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VOR/DME or GPS-A
LAKE HAVASU CITY (HII)

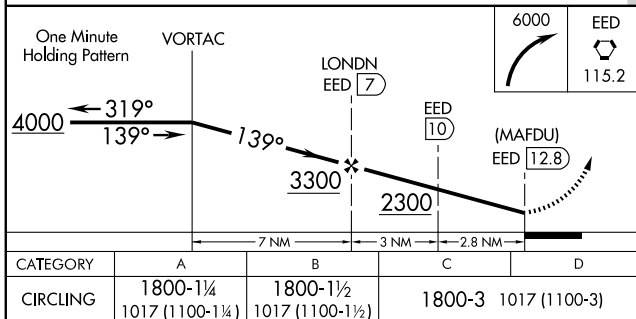
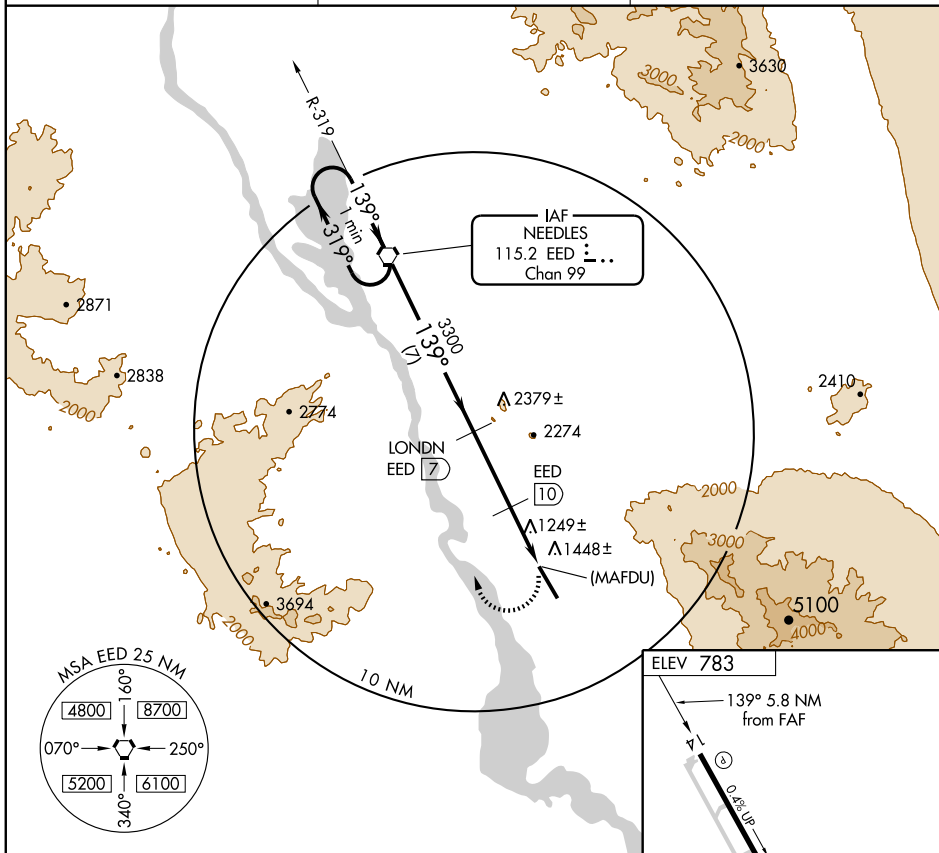


Circling not authorized northeast of Rwy 14-32.

MISSED APPROACH: Climbing right turn to 6000 direct EED VORTAC and hold.

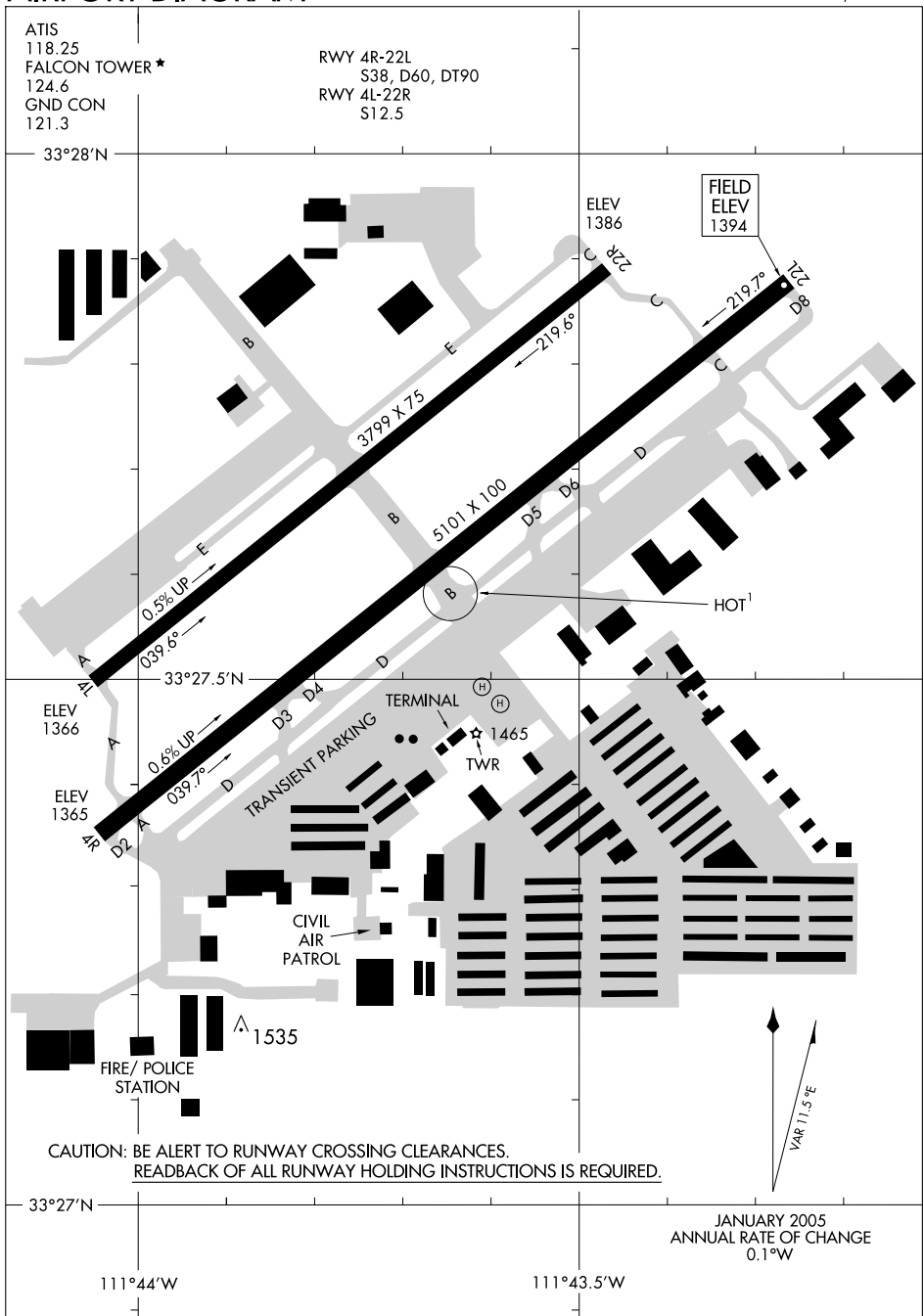
AWOS-3
119.025 364

LOS ANGELES CENTER
134.65 314.2

UNICOM
122.7 (CTAF) **L**

REIL Rwy 14 and 32
MIRL Rwy 14-32 **L**

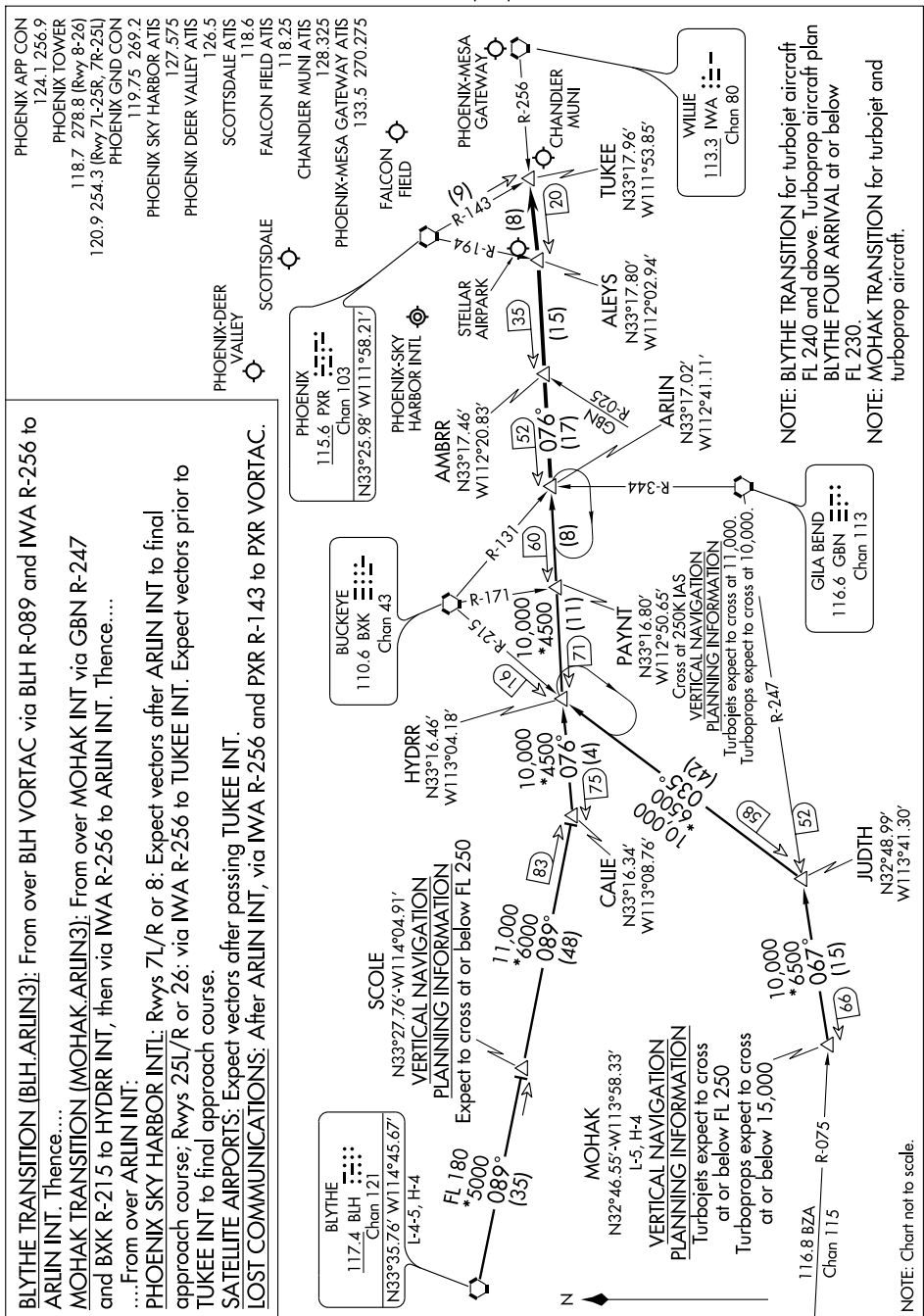
AIRPORT DIAGRAM



ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

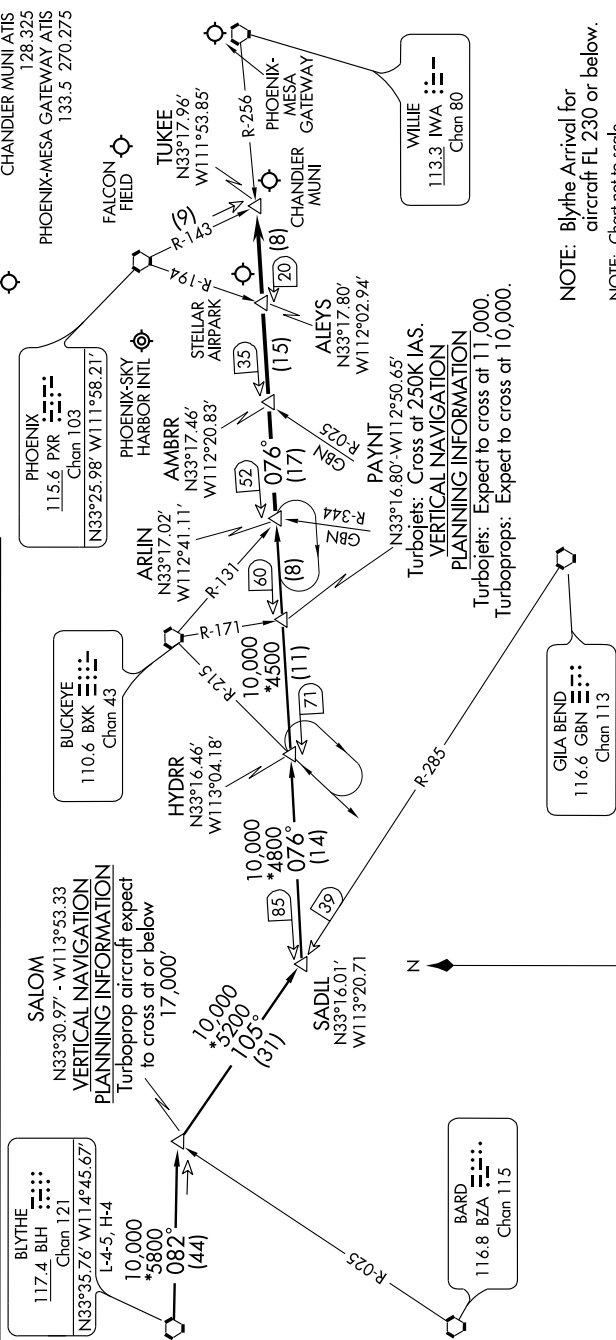
PHOENIX, ARIZONA

...
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence
... From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

APP CRS	Rwy Idg	5101
039°	TDZE	1381
	Apt Elev	1392

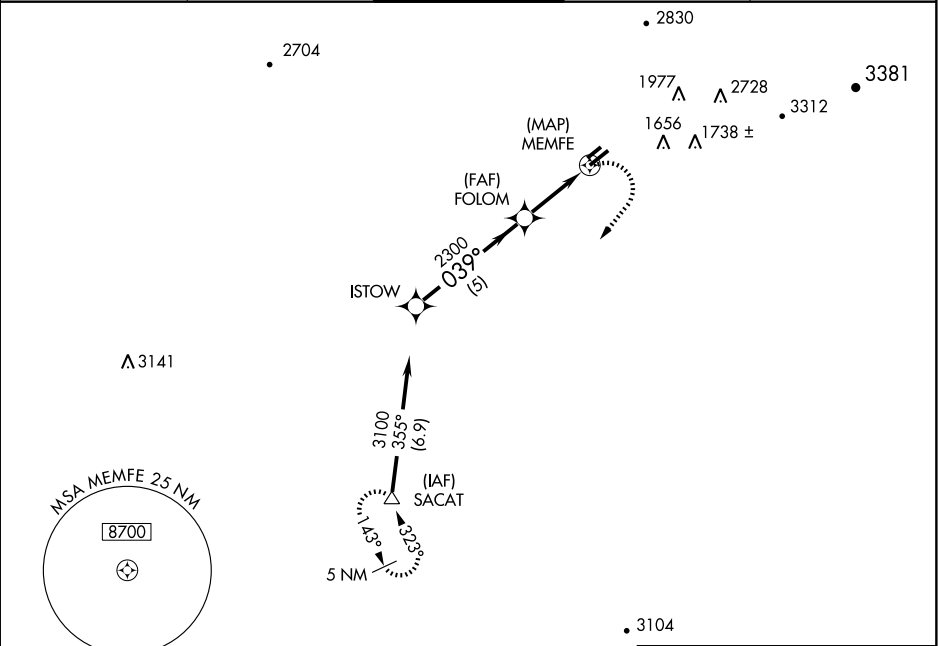
GPS RWY 4R

MESA/FALCON FIELD (F'F'Z)

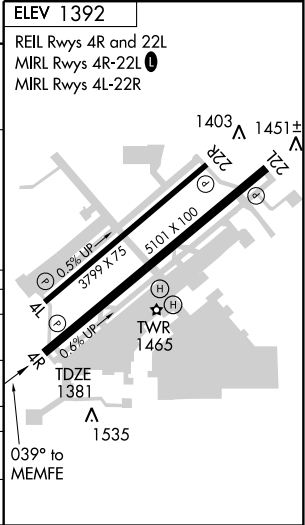
NA When control tower closed, use Phoenix Sky Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct SACAT WP and hold.

ATIS 118.25	PHOENIX APP CON 120.7 239.0	FALCON TOWER ★ 124.6 (CTAF)	GND CON 121.3	UNICOM 122.95
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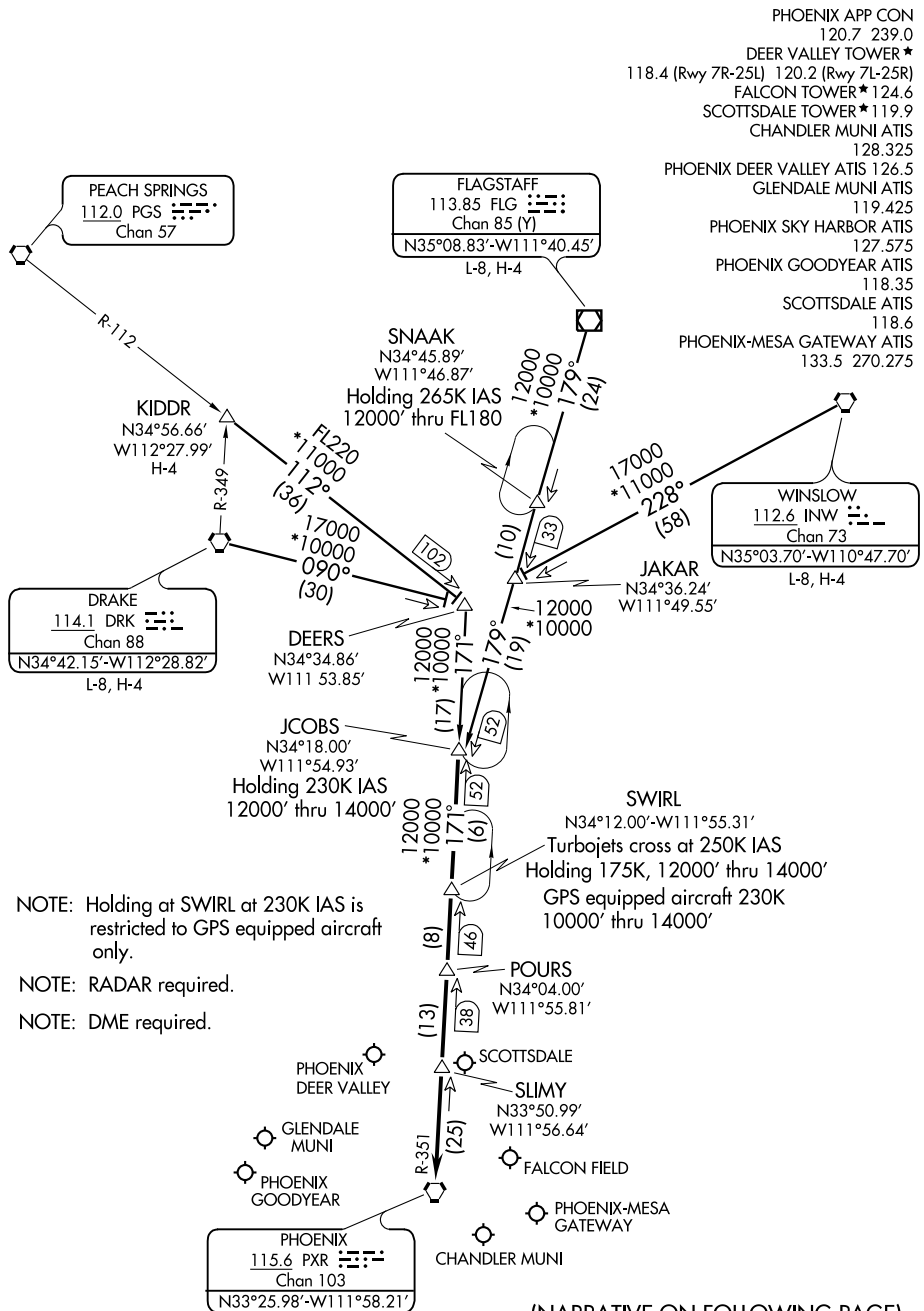


<div>ISTOW</div> <div>3100</div> <div>039°</div> <div>FOLOM</div> <div>2300</div> <div>MEMFE</div> <div>5000</div> <div>SACAT</div> <div>△</div> <div>Procedure Turn NA</div> <div>5 NM</div> <div>3 NM</div>				
CATEGORY	A	B	C	D
S-4R	1800-1	419 (500-1)	1800-1¼ 419 (500-1¼)	NA
CIRCLING	1860-1	468 (500-1)	1860-1½ 468 (500-1½)	NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS				
S-4R	1860-1	479 (500-1)	1860-1¼ 479 (500-1¼)	NA
CIRCLING	1940-1	548 (600-1)	1940-1½ 548 (600-1½)	NA



JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

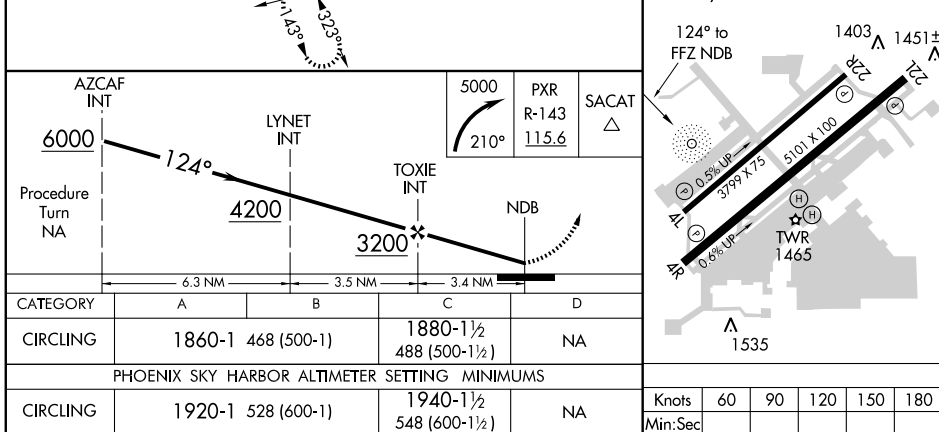
... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

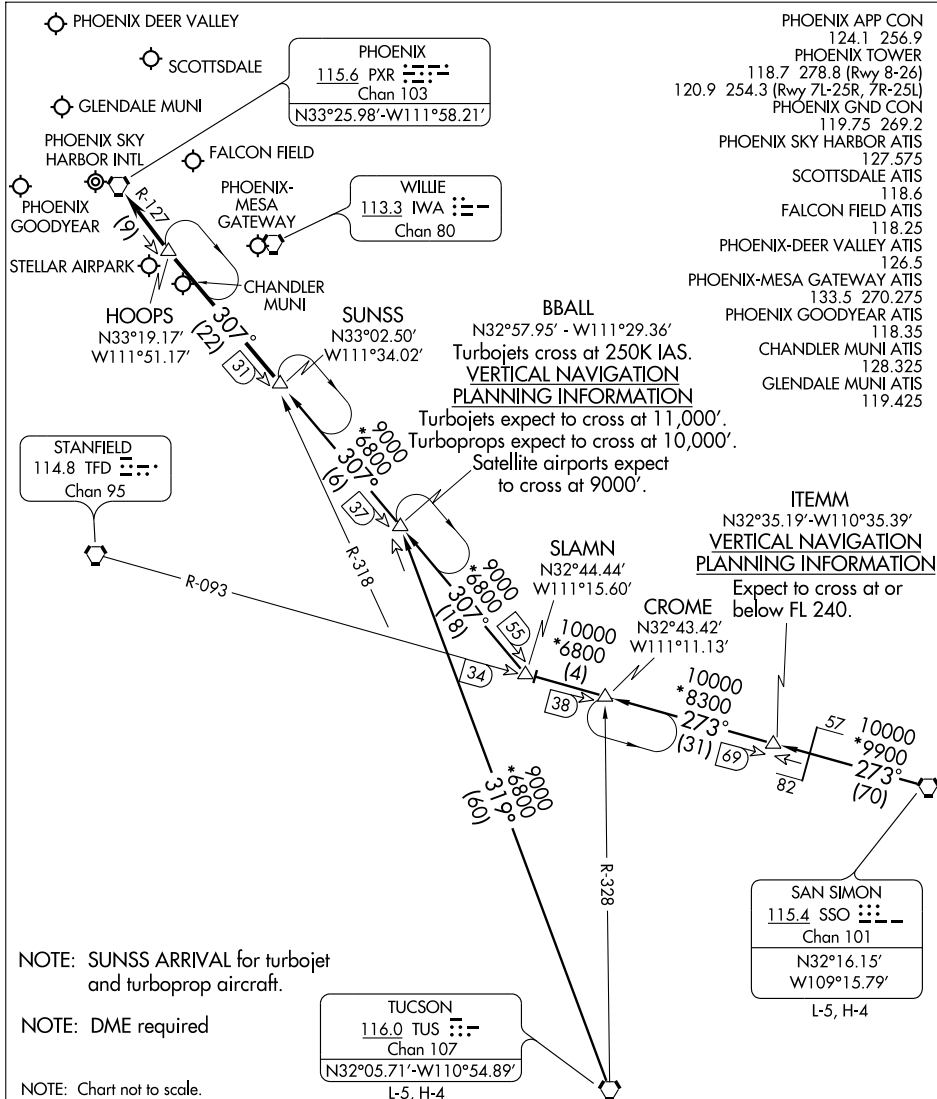
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

NDB or GPS-A
MESA/FALCON FIELD (FFZ)

MISSED APPROACH: Climbing right turn to 5000 via heading 210° and PXR R-143 to SACAT Int/PXR 11.6 DME and hold.

SACAT
PXR 11.6
R-243
ELEV 1392
REIL Rwy 4R and 22L
MIRL Rwy 4R-22L
MIRL Rwy 4L-22R





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

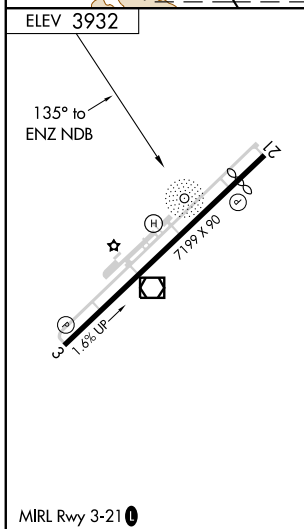
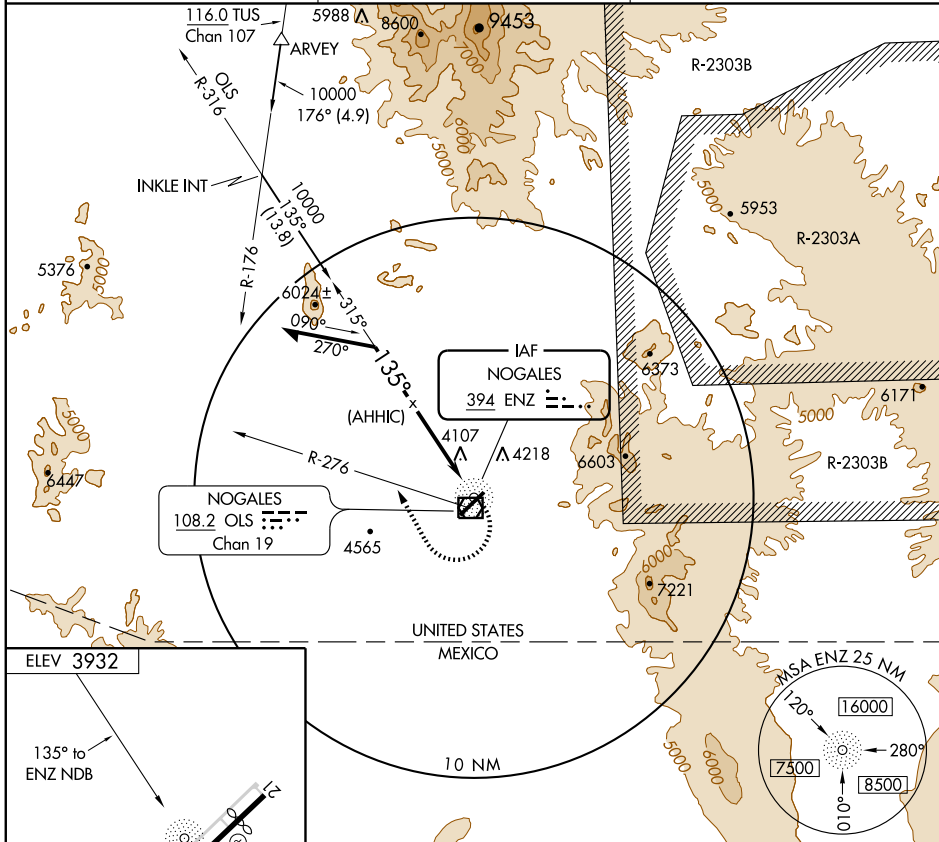
NDB ENZ 394	APP CRS 135°	Rwy Idg TDZE Apt Elev N/A N/A 3932
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NDB or GPS-C

NOGALES INTL (OLS)

<p>▼</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing right turn to 8300 via OLS VOR/DME R-276 then climbing right turn to 10000 direct OLS VOR/DME.</p>
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ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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<p>Remain within 10 NM</p> <p>NDB</p> <p>315°</p> <p>7500 (AHHIC)</p> <p>135°</p> <p>4 NM</p>			
<p>8300 10000 OLS</p> <p>OLS R-276</p> <p>108.2</p>			
CATEGORY	A	B	C D
CIRCLING	6580-1¼ 2648 (2700-1¼)	6580-1½ 2648 (2700-1½)	6580-3 2648 (2700-3)

NOGALES, ARIZONA

AL-6151 (FAA)

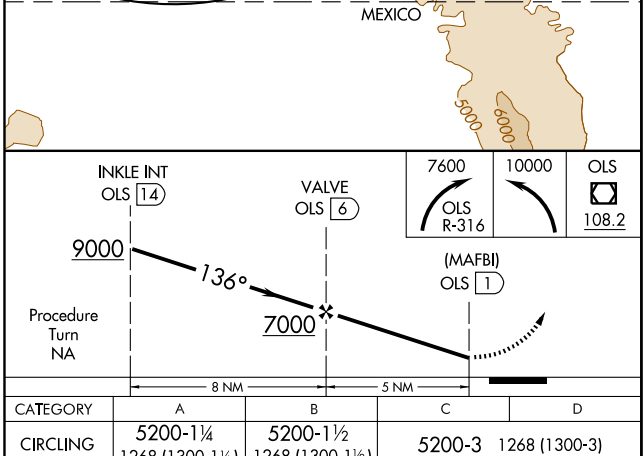
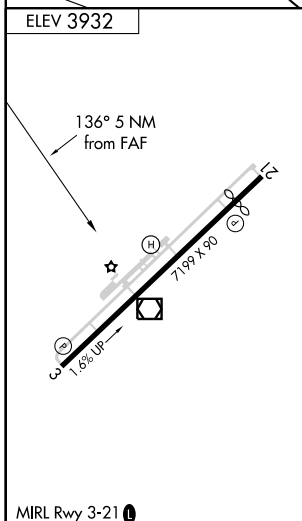
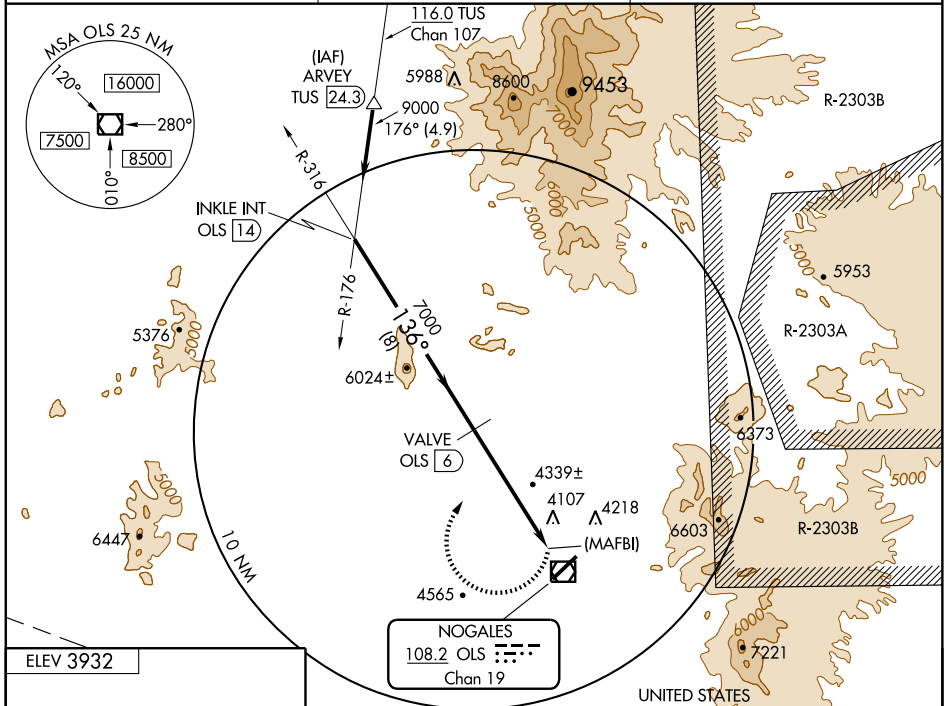
VOR/DME OLS 108.2 Chan 19	APP CRS 136°	Rwy Idg TDZE Apt Elev N/A N/A 3932
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VOR/DME or GPS-B

NOGALES INTL (OLS)

NA	MISSED APPROACH: Climbing right turn to 7600 via OLS R-316 then climbing left turn to 10000 direct OLS VOR/DME.
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ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF)
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SW-4, 22 OCT 2009 to 19 NOV 2009

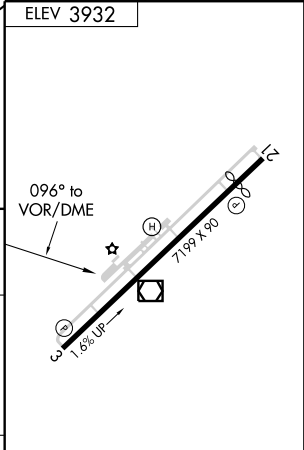
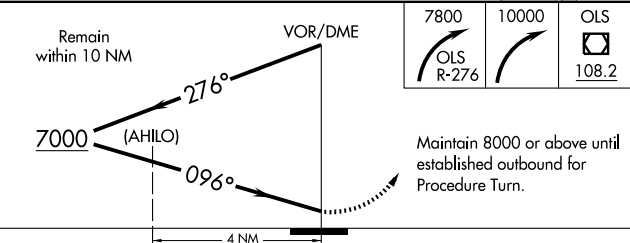
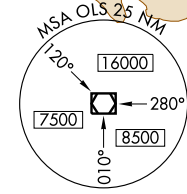
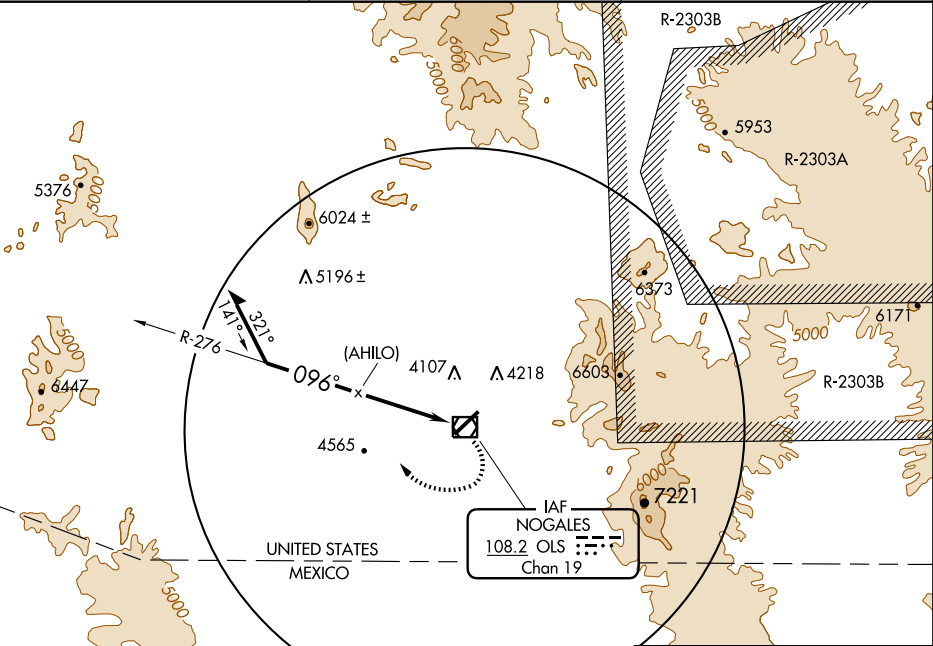
VOR/DME OLS 108.2 Chan 19	APP CRS 096°	Rwy Idg TDZE Apt Elev N/A 3932
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▼

▲ NA

MISSED APPROACH: Climbing right turn to 7800 via OLS R-276 then dimbing right turn to 10000 direct OLS VOR/DME.

ASOS 121.125	TUCSON APP CON 125.1 269.55	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
CIRCLING	5500-1¼ 1568 (1600-1¼)	5500-1½ 1568 (1600-1½)	5500-3 1568 (1600-3)	

MIRL Rwy 3-21 ①

WAAS

CH 45604

W15A

APP CRS

156°

Rwy Idg

5950

TDZE

4264

Apt Elev

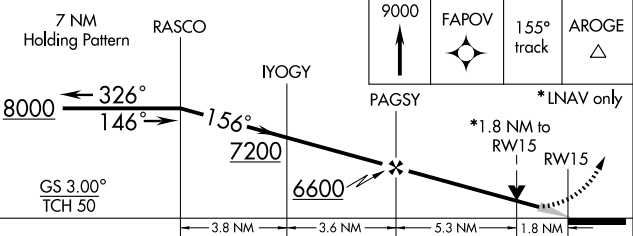
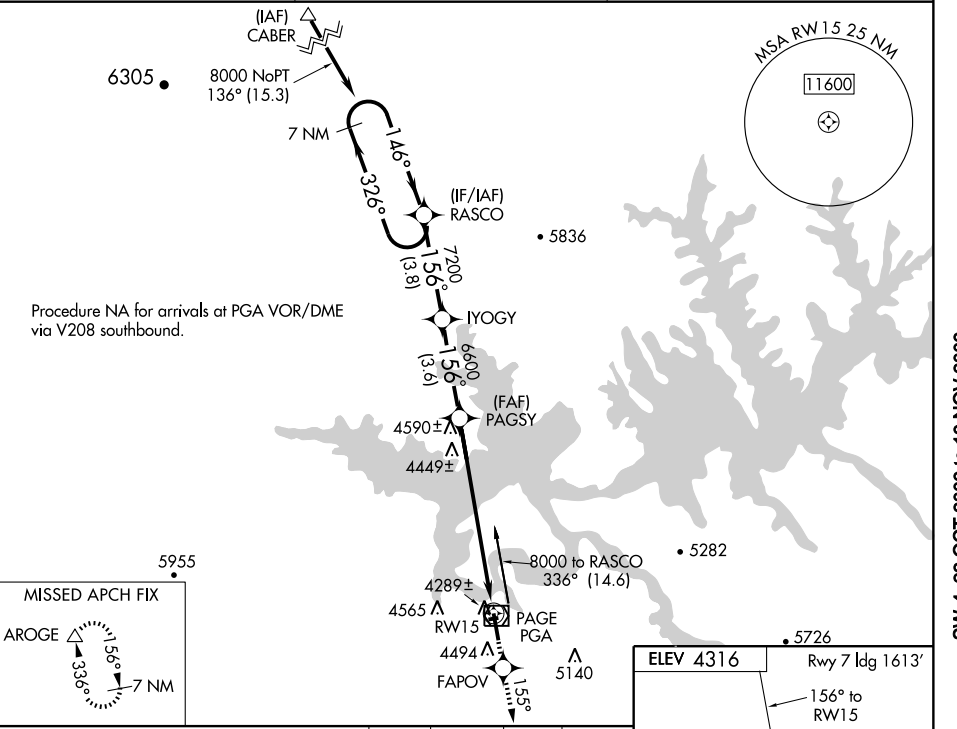
4316

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105° F).

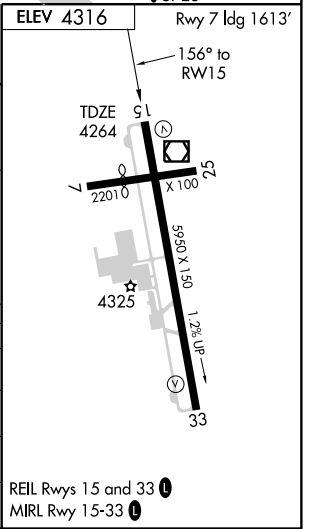
DME/DME RNP -0.3 NA. Circling NA to Rwy 7-25

MISSED APPROACH: Climb to 9000 direct FAPOV and via 155° track to AROGE and hold, continue climb-in-hold to 9000.

ASOS 120.625	DENVER CENTER 127.55 343.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		4599-1¼	335 (300-1¼)	
LNAV/VNAV DA		4670-1½	406 (400-1½)	
LNAV MDA	4860-1	596 (600-1)	4860-1½ 596 (600-1½)	4860-1¾ 596 (600-1¾)
CIRCLING	4860-1	544 (600-1)	4860-1½ 544 (600-1½)	4920-2 604 (700-2)



WAAS CH 69204 W33A	APP CRS 336°	Rwy Idg TDZE Apt Elev	5950 4316 4316
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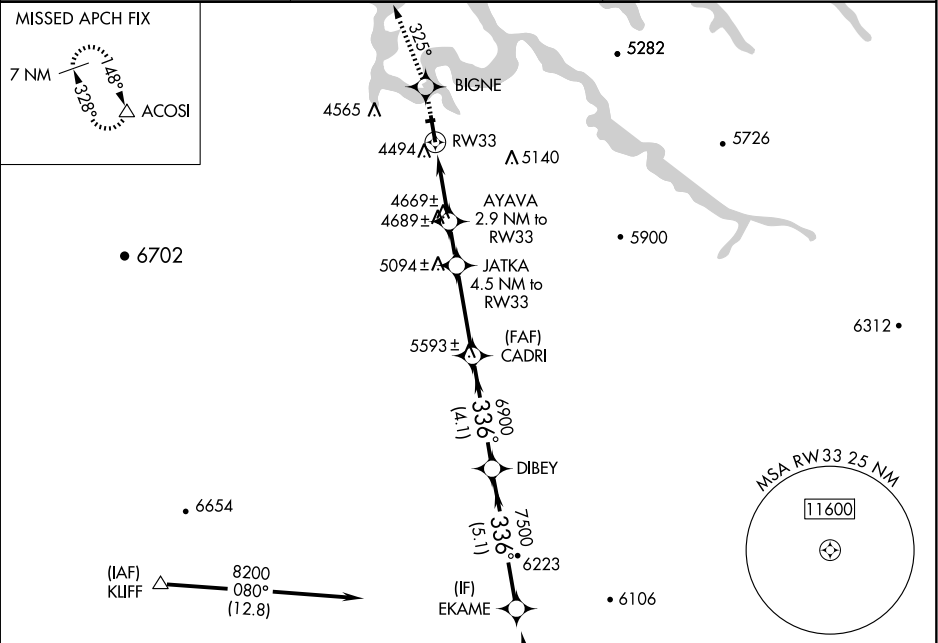
RNAV (GPS) RWY 33

PAGE MUNI (PGA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 41°C (105°F).
DME/DME RNP- 0.3 NA. Circling NA to Rwy 7-25.

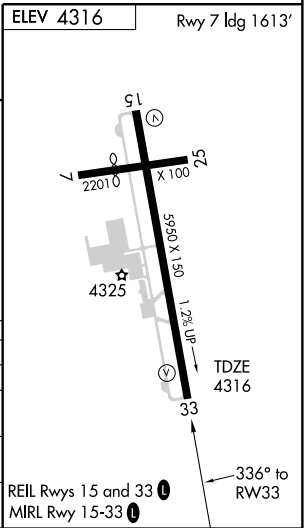
MISSED APPROACH: Climb to 8500 direct BIGNE and via 325° track to ACOSI and hold, continue climb-in-hold to 8500.

ASOS 120.625	DENVER CENTER 127.55 343.95	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at CELAY via V208 southbound.

8500	BIGNE	325° track	ACOSI	VGSI and RNAV glidepath not coincident	DIBEY	EKAME
*LNAV only	AYAVA 2.9 NM to RW33	JATKA 4.5 NM to RW33	CADRI			
*1.8 NM to RW33	5280	5800	6900	7500	8200	Procedure Turn NA
1.8 NM	1.1 NM	1.6 NM	3.3 NM	4.1 NM	5.1 NM	GS 3.00° TCH 50
CATEGORY	A	B	C	D		
LPV DA	4566-1 250 (300-1)					
LNAV/VNAV DA	4744-1½ 428 (500-1½)					
LNAV MDA	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	
CIRCLING	4920-1 604 (700-1)		4920-1¾ 604 (700-1¾)		4920-2 604 (700-2)	

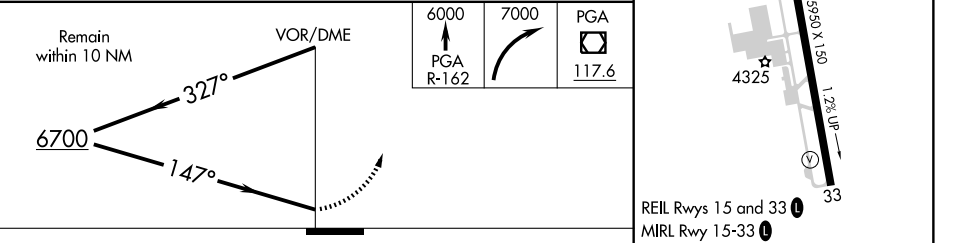
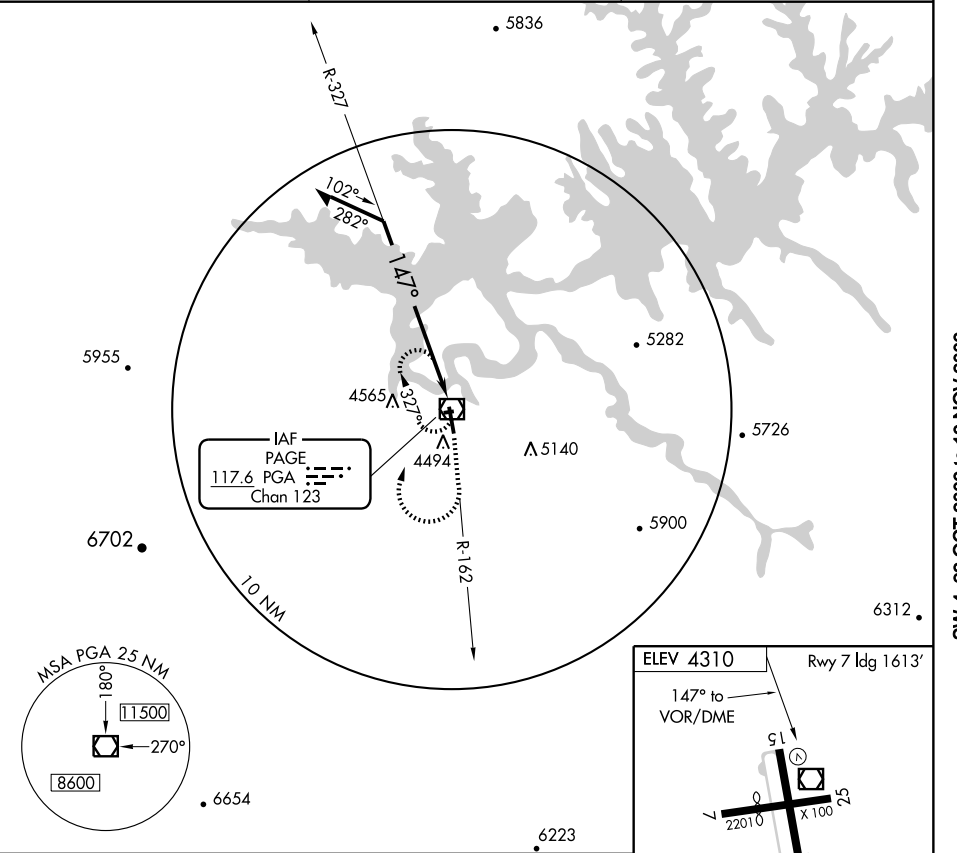


NA

Circling not authorized to Rwy 7-25.

MISSED APPROACH: Climb on the PGA R-162 to 6000, then climbing right turn to 7000 direct PGA VOR/DME and hold.

ASOS 120.625	DENVER CENTER 127.55 343.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	5200-1¼	890 (900-1¼)	5200-2¾	890 (900-2¾)	5200-3	890 (900-3)				
					Min:Sec					

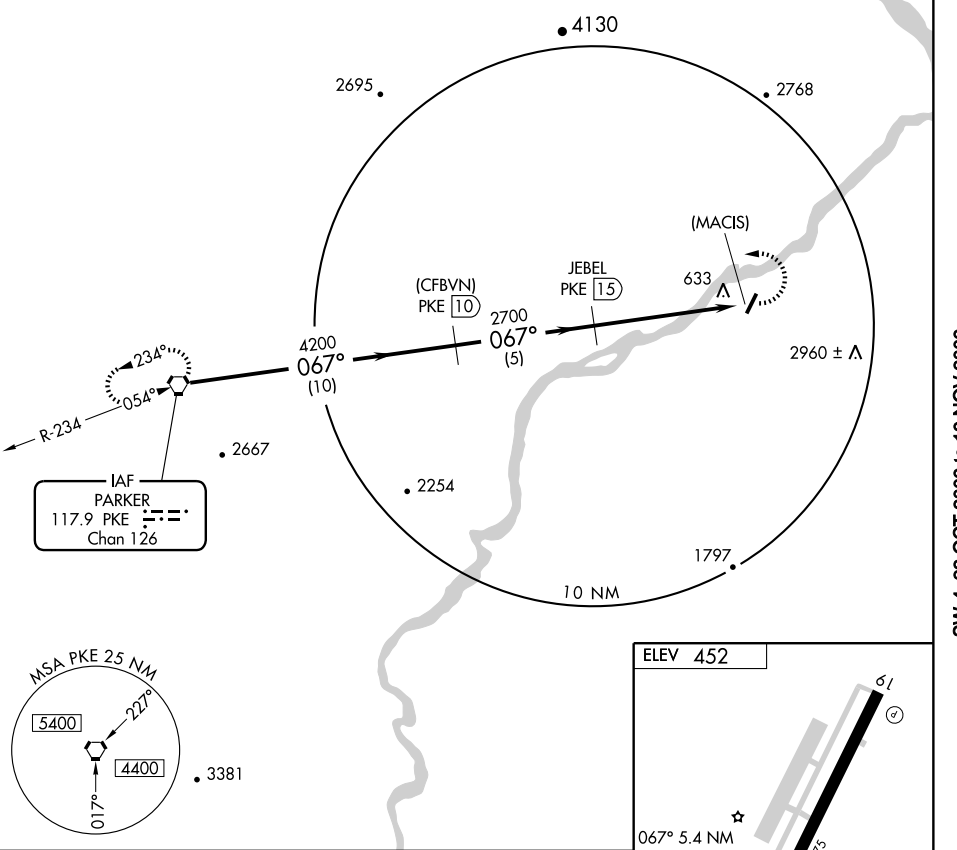
NA

Use Blythe, CA altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 5000 direct PKE VORTAC and hold.

LOS ANGELES CENTER
128.15 285.6

UNICOM
122.725 (CTAF) 0



VORTAC					ELEV 452	
5000					067° 5.4 NM from FAF	
Procedure Turn NA					MIRL Rwy 1-19 0	
10 NM						
5 NM						
5.4 NM						
CATEGORY	A	B	C	D		
CIRCLING	1900-1¼ 1448 (1500-1¼)	1900-1½ 1448 (1500-1½)	1900-3 1448 (1500-3)	NA	Knots	60 90 120 150 180
					Min:Sec	

APP CRS 352°	Rwy Idg TDZE Apt Elev	N/A N/A 5157
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RNAV (GPS)-A

PAYSON (PAN)



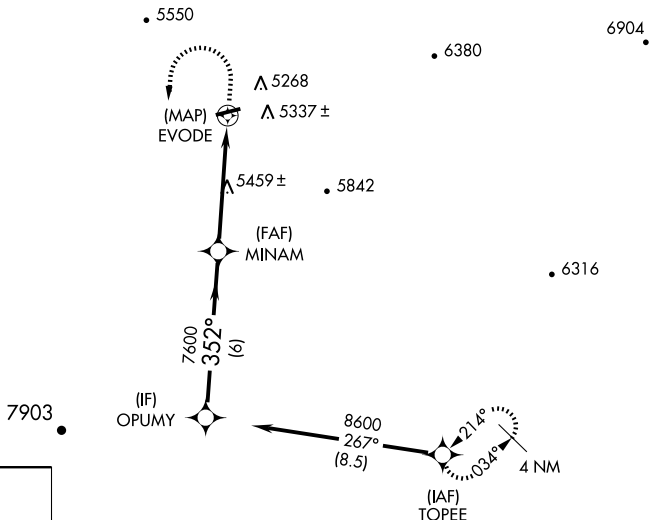
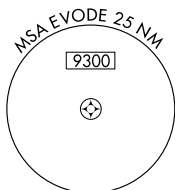
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6700 then climbing left turn to 9000 direct OPUMY WP and via 087° track to TOPEE WP and hold.

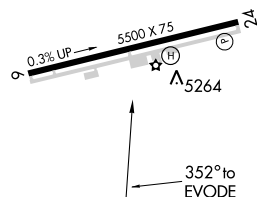
AWOS-3
119.325

ALBUQUERQUE CENTER
132.9 239.05

UNICOM
122.8 (CTAF)



ELEV **5157**



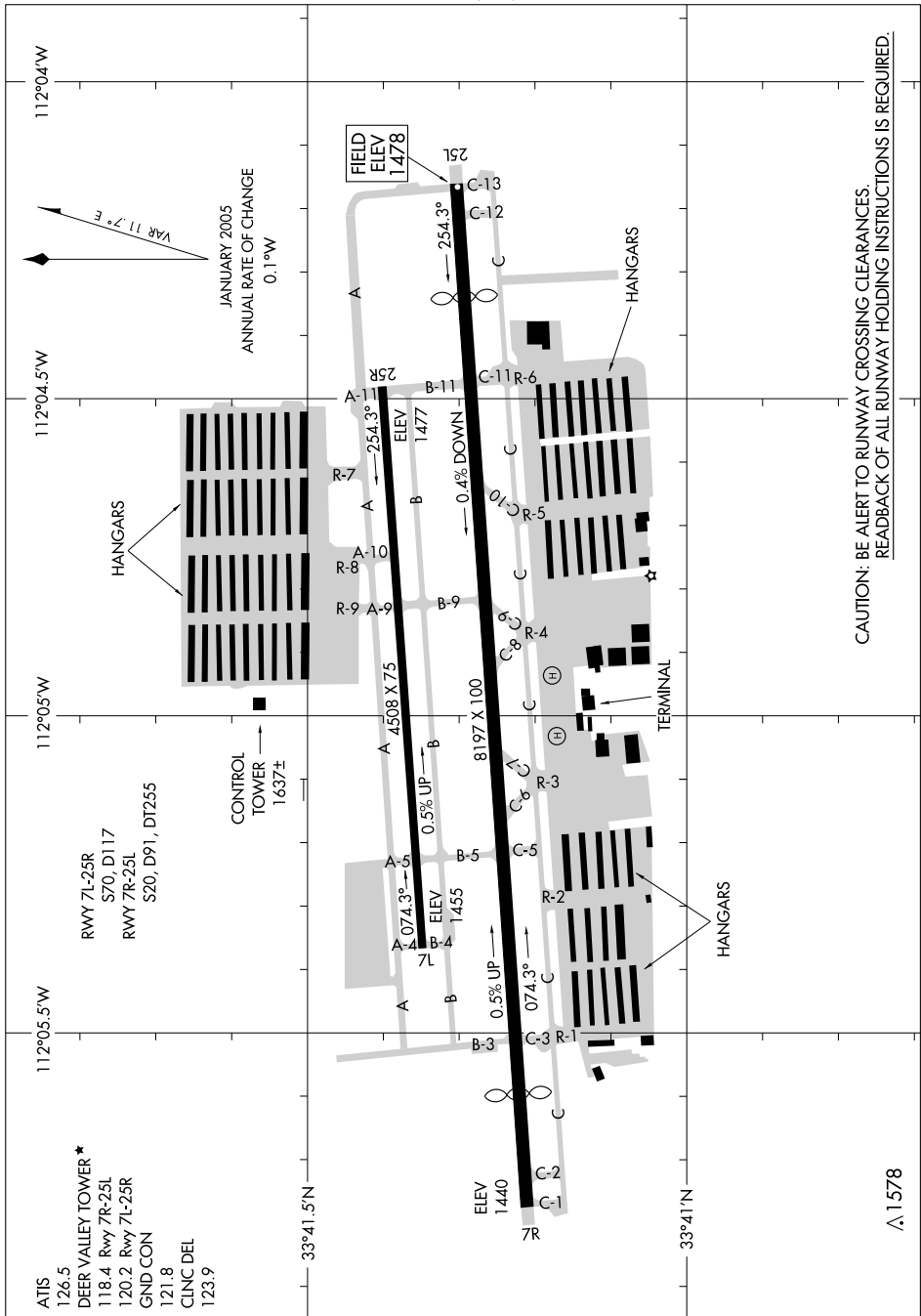
MIRL Rwy 6-24

	OPUMY		6700	9000	OPUMY	087° track	TOPEE
	8600		MINAM		EVODE		
	352°		7600				
Procedure Turn NA	6 NM		4.9 NM				
CATEGORY	A		B		C		D
CIRCLING	5720-1		563 (600-1)		5760-1 ¾ 603 (700-1¾)		5760-2 603 (700-2)

AIRPORT DIAGRAM

AL-6646 (FAA)

PHOENIX DEER VALLEY (DVT)
PHOENIX, ARIZONA



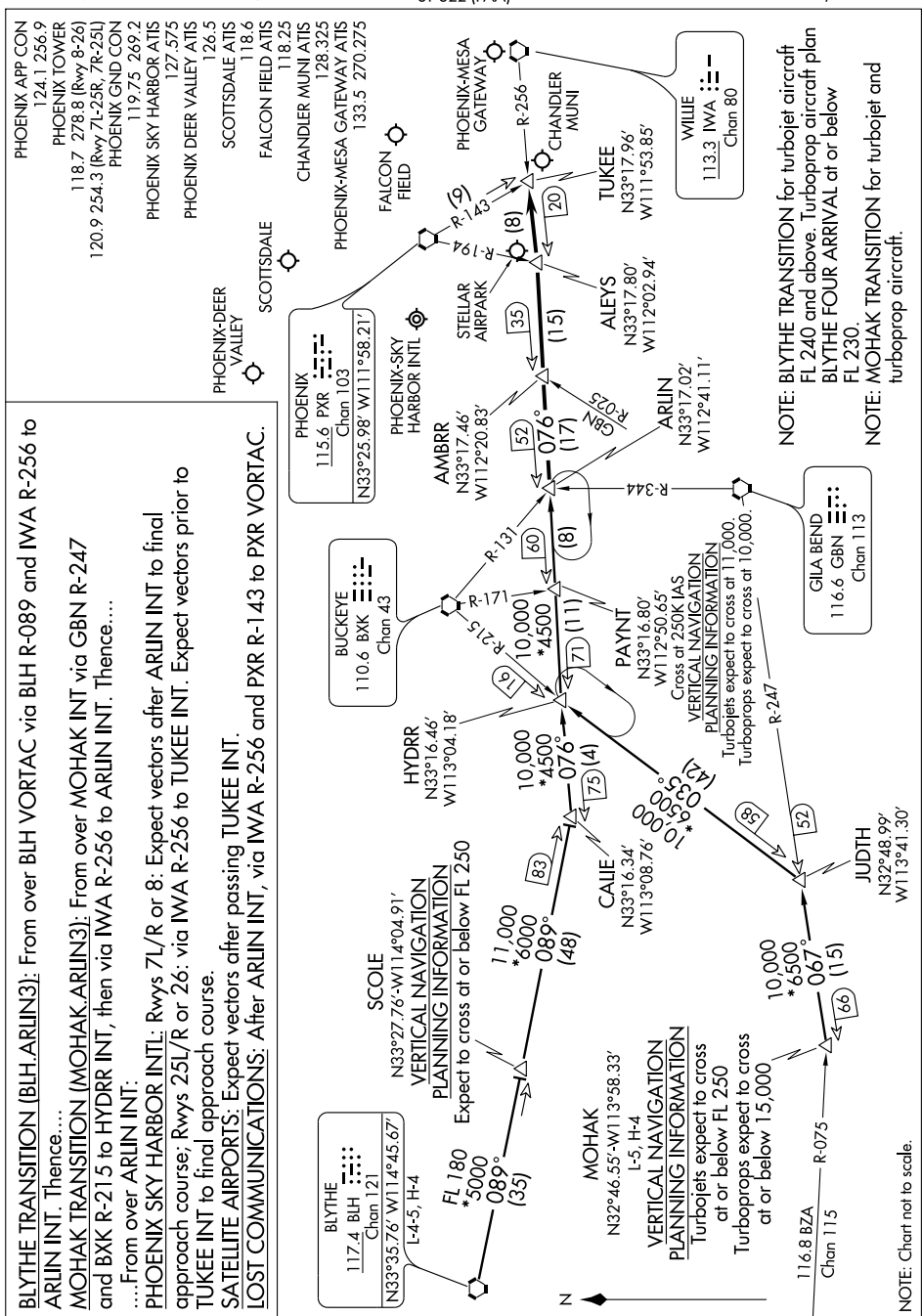
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-4, 22 OCT 2009 to 19 NOV 2009

ARLIN THREE ARRIVAL

ST-322 (FAA)

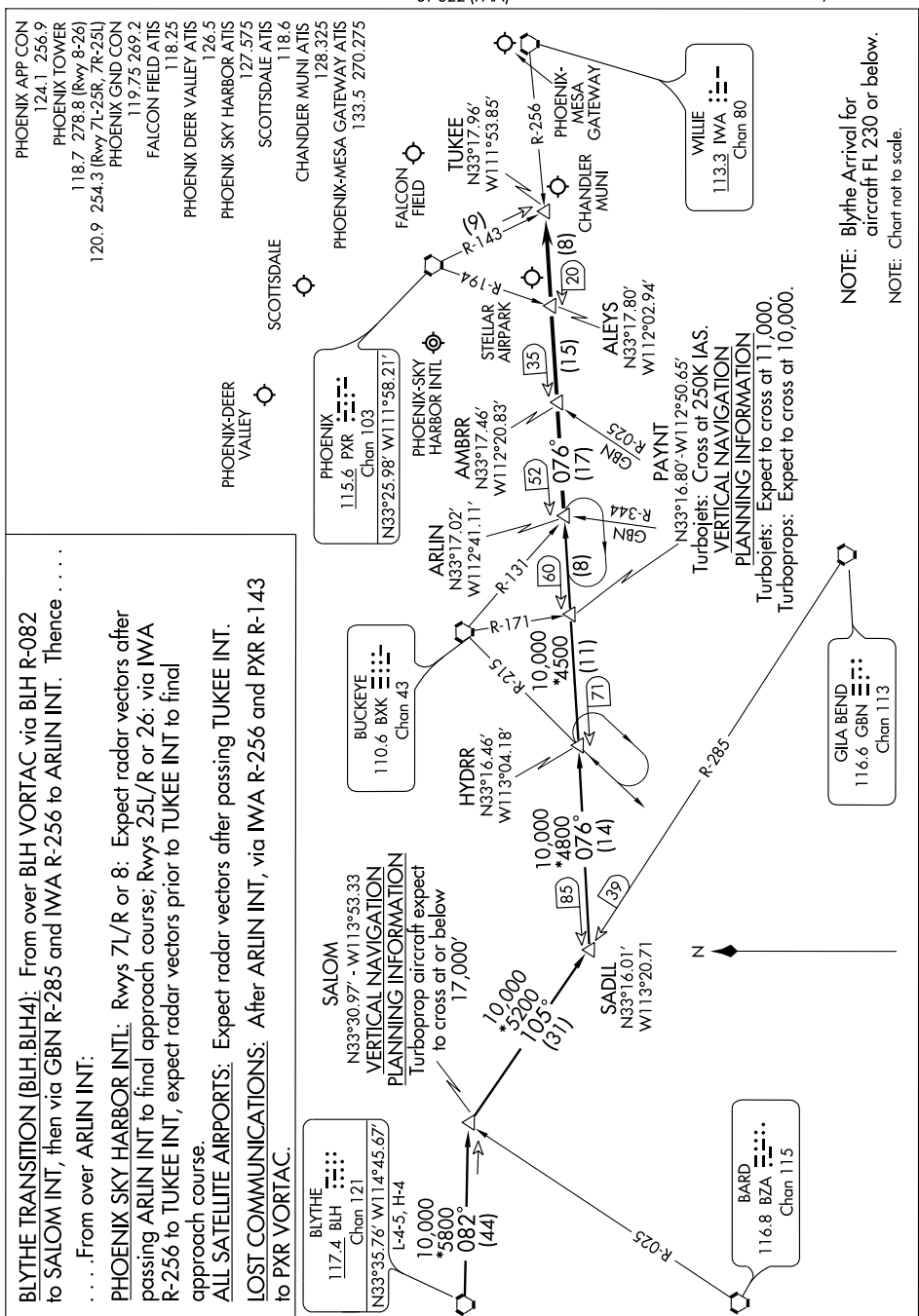
PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

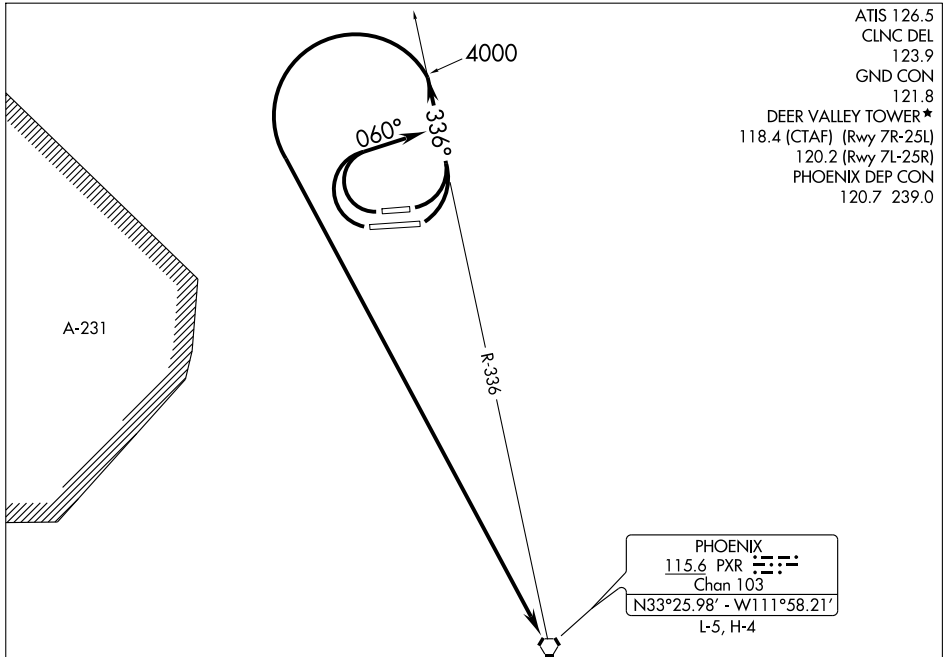
ST-322 (FAA)

PHOENIX, ARIZONA



NOTE: Blythe Arrival for aircraft FL 230 or below.
NOTE: Chart not to scale.

DEERVALLEY ONE DEPARTURE (OBSTACLE)

**TAKE-OFF MINIMUMS**

Rwy 7L: Standard with minimum climb of 565' per NM to 2800, or 1000-3 with minimum climb of 370' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 7R: 500-1¼ with minimum climb of 488' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25R: Standard with minimum climb of 487' per NM to 2800, or 1500-3 for climb in visual conditions.

Rwy 25L: Standard with minimum climb of 451' per NM to 2800, or 1500-3 for climb in visual conditions.

TAKE-OFF OBSTACLE NOTES

RWY 7L: Multiple poles and vegetation beginning 912' from DER, 125' left of centerline, up to 30' AGL/2423' MSL.

Cactus 3824' from DER, 96' right of centerline, 16' AGL/1596' MSL.

Windsock 340' from DER, 354' right of centerline, 9' AGL/1488' MSL.

RWY 7R: Multiple antennas and vegetation beginning 546' from DER, 267' left of centerline, up to 52' AGL/1952' MSL.

Multiple antennas and vegetation beginning 978' from DER, 431' right of centerline, up to 40' AGL/1609' MSL.

RWY 25R: Multiple antennas beginning 1.4 NM from DER, 1847' right of centerline, up to 96' AGL/1806' MSL.

RWY 25L: Pole 1127' from DER, 498' right of centerline, 36' AGL/1475' MSL.

Pole 1184' from DER, 495' left of centerline, 32' AGL/1471' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

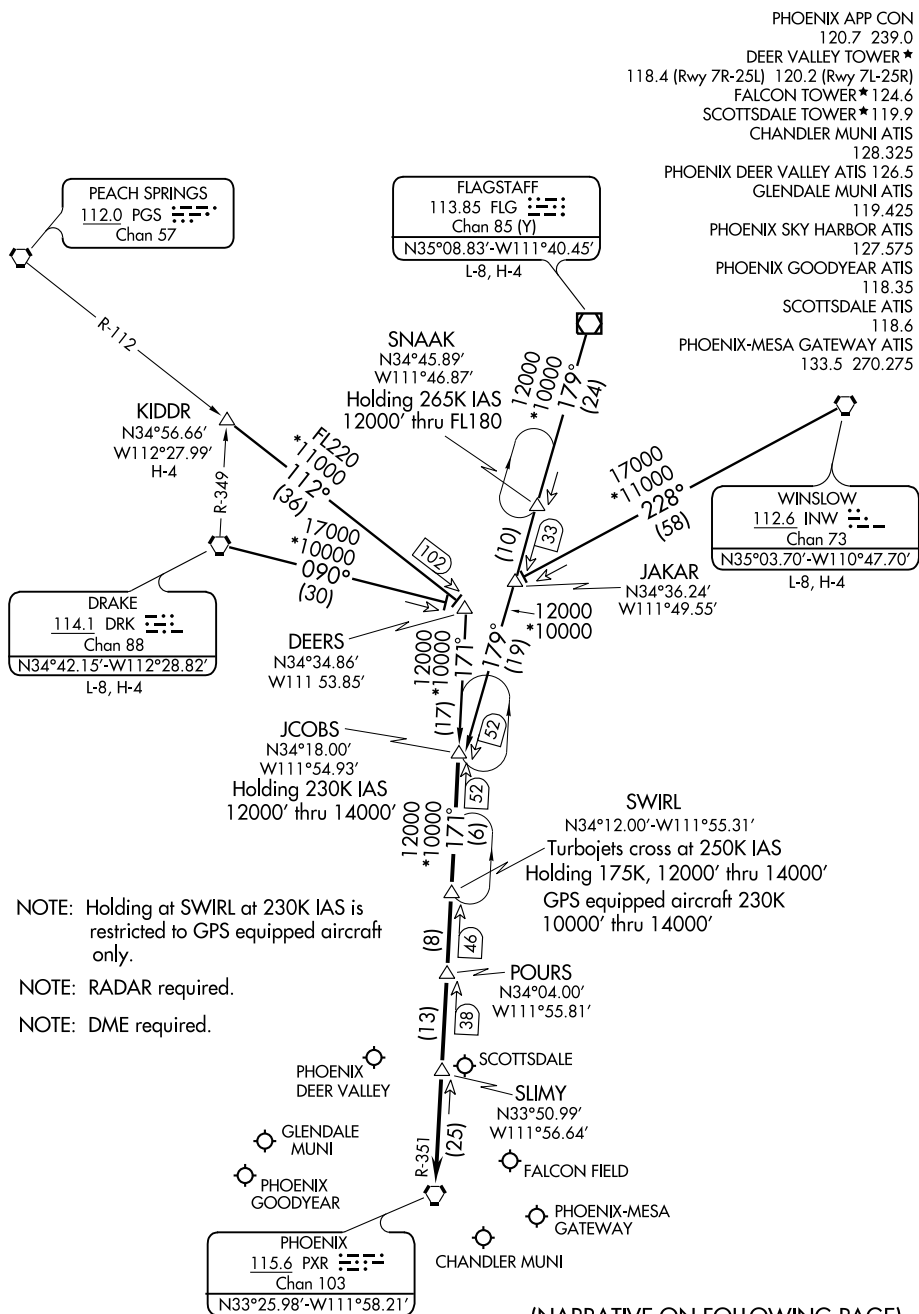
TAKE-OFF RUNWAYS 7L/R: Climbing left turn via PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

TAKE-OFF RUNWAYS 25L/R: Climbing right turn via heading 060° and PXR VORTAC R-336 northwestbound to 4000. Thence....Or, climb in visual conditions to cross Phoenix Deer Valley Airport at or above 2800, then via PXR VORTAC R-336 northwestbound to 4000. Thence....

....climbing left turn direct PXR VORTAC.

JCBS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

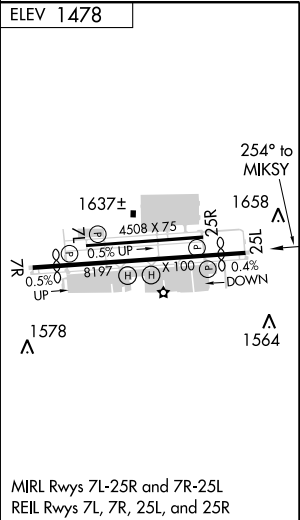
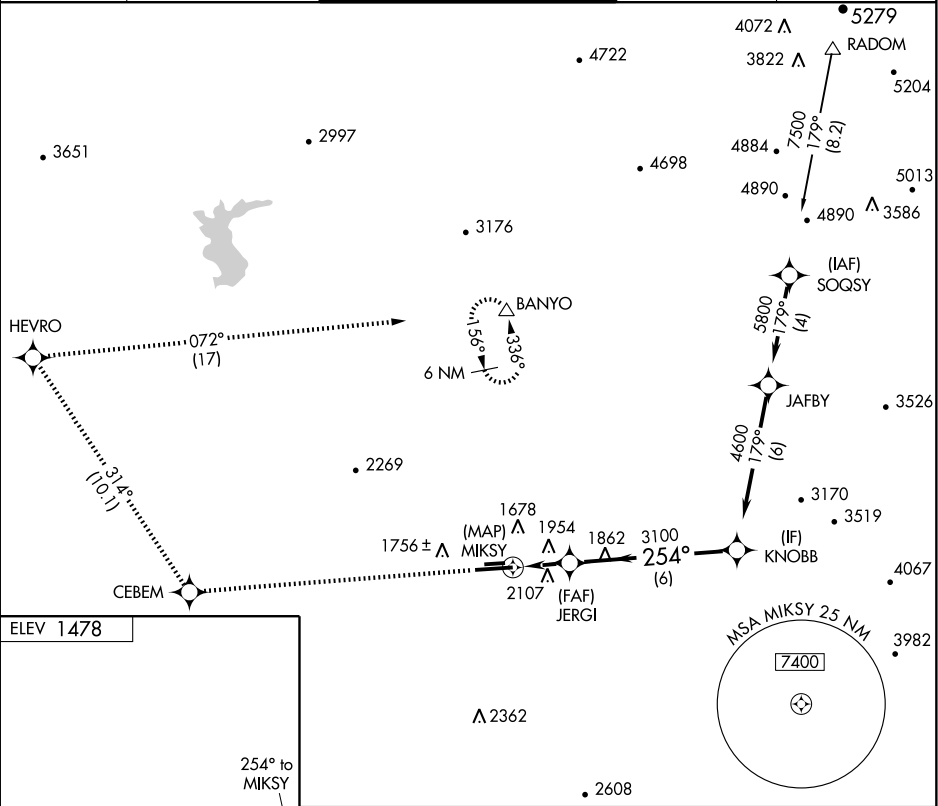
LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

APP CRS	Rwy Idg	N/A
254°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-B
PHOENIX DEER VALLEY (DVT)

<div><div>▼</div><div>▲</div></div> <div>DME/DME RNP-0.3 NA. When VGSi inop, circling to Rwy 25R NA at night. Circling not authorized at night north of Rwy 7R-25L. If local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDAs 100 feet.</div>	MISSED APPROACH: Climb to 6000 direct CEBEM and via 314° track to HEVRO, and right turn via 072° track to BANYO and hold.
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ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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6000 ↑	CEBEM ✧	314° track	HEVRO ✧	072° track ↗	BANYO △	KNOBB
<div><div>JERGI</div><div>MIKSY</div><div>✖</div><div>4600</div></div> <div><div>↖</div><div>↗</div></div> <div><div>≤ 6.80° TCH 40</div><div>254°</div></div> <div><div>2 NM</div><div>6 NM</div></div> <div>Procedure Turn NA</div>						
CATEGORY	A		B		C	D
CIRCLING	2400-1¼ 922 (1000-1¼)		2420-1¼ 942 (1000-1¼)		2420-2¾ 942 (1000-2¾)	NA

SW-4, 22 OCT 2009 to 19 NOV 2009

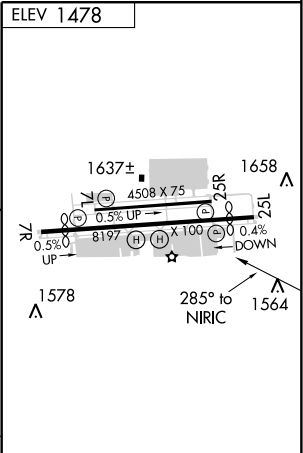
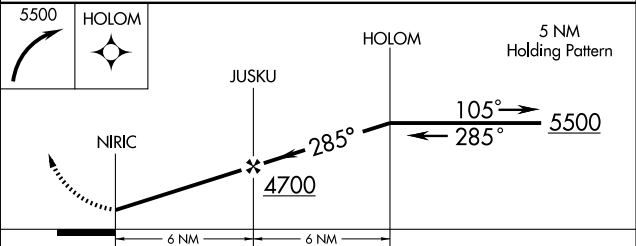
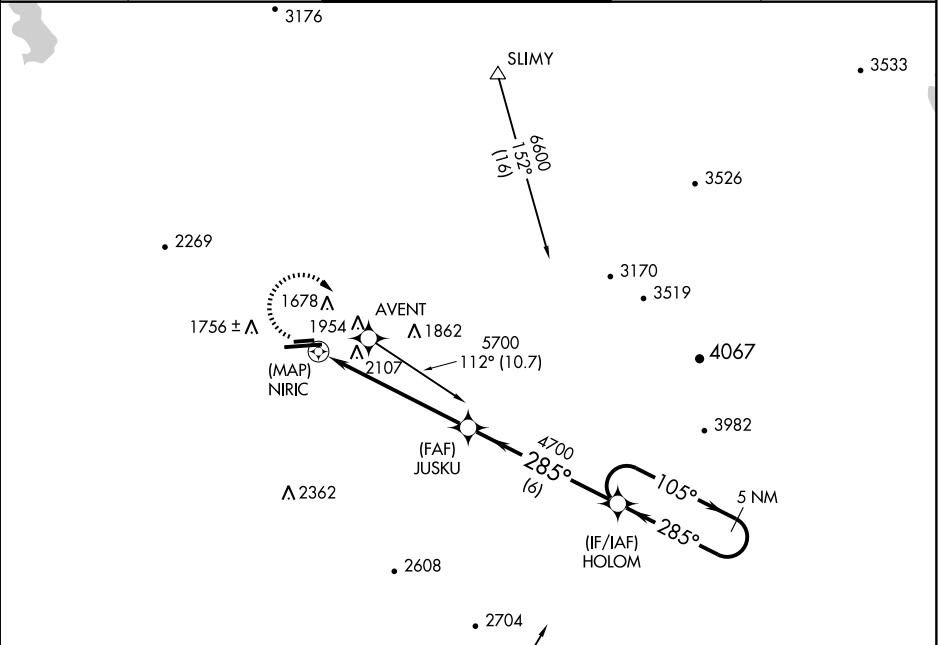
APP CRS	Rwy Idg	N/A
285°	TDZE	N/A
	Apt Elev	1478

RNAV (GPS)-C
PHOENIX DEER VALLEY (DVT)

⚠ DME/DME RNP-0.3 NA.
⚠ Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climbing right turn to 5500 direct
HOLOM and hold, continue climb-in-hold to 5500.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER ★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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CATEGORY	A	B	C	D
CIRCLING	2400-1¼ 922 (1000-1¼)	2420-1¼ 942 (1000-1¼)	2420-2¾ 942 (1000-2¾)	2480-3 1002 (1100-3)

MIRL Rwy 7L-25R and 7R-25L
REIL Rwy 7L, 7R, 25L, and 25R

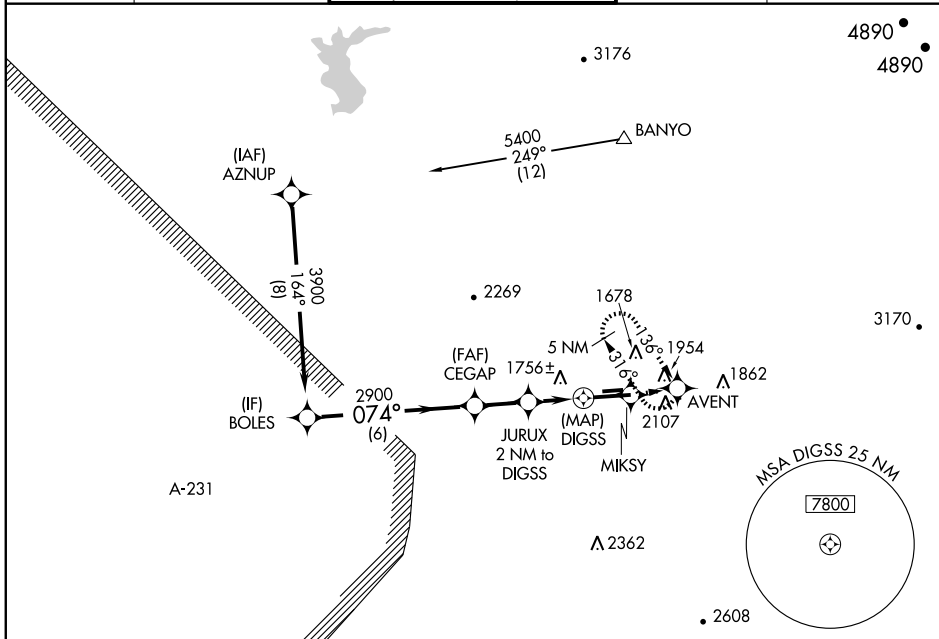
APP CRS	Rwy Idg	7299
074°	TDZE	1460
	Apt Elev	1478

RNAV (GPS) RWY 7R
PHOENIX DEER VALLEY (DVT)

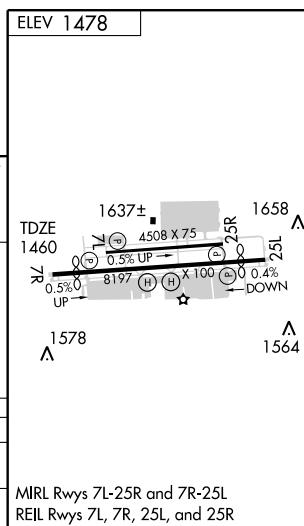
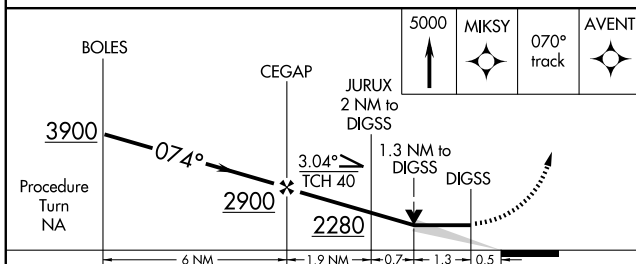
T DME/DME RNP-0.3 NA.
A Circling not authorized north of Rwy 7R-25L at night.
When VGSI inoperative, circling to Rwy 25R not authorized at night.

MISSED APPROACH: Climb to 5000 direct MIKSY and via 070° track to AVENT and hold, continue climb-in-hold to 5000.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER★ 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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SW-4. 22 OCT 2009 to 19 NOV 2009



WAAS CH 90117 W25A	APP CRS 254°	Rwy Idg TDZE Apt Elev	7280 1475 1478
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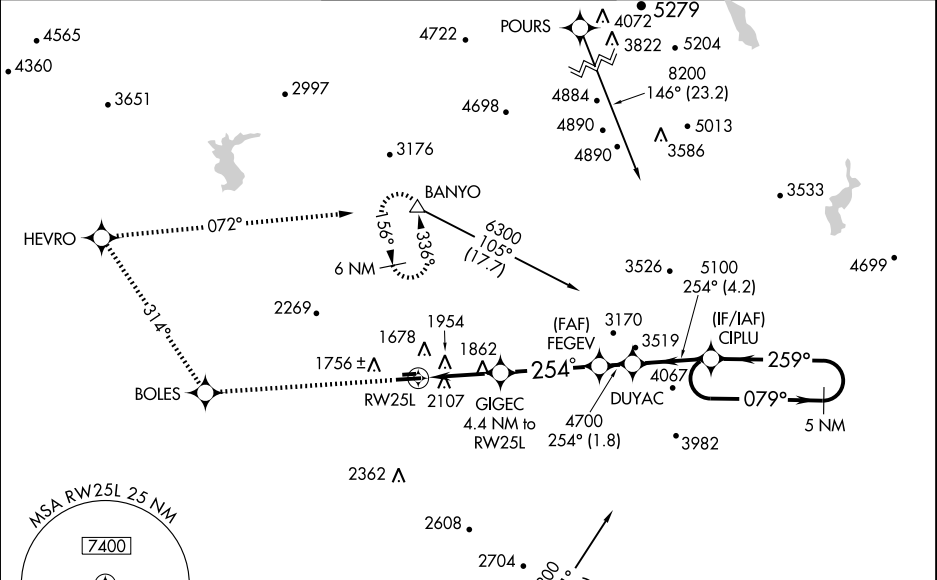
RNAV (GPS) RWY 25L

PHOENIX DEER VALLEY (DVT)

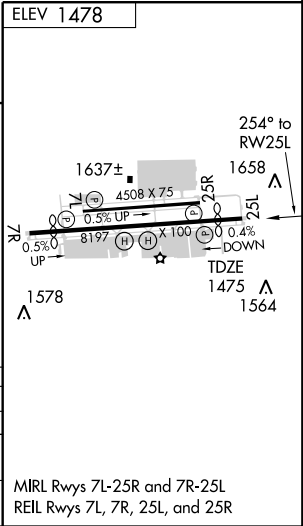
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ Circling not authorized north of Rwy 7R-25L at night.
When VGSi inoperative, circling to Rwy 25R not authorized at night.
If local altimeter setting not received, use Phoenix Sky Harbor
Intl altimeter setting and increase all DAs/MDAs 100 feet.
VDP NA when using Phoenix Sky Harbor Intl altimeter setting.

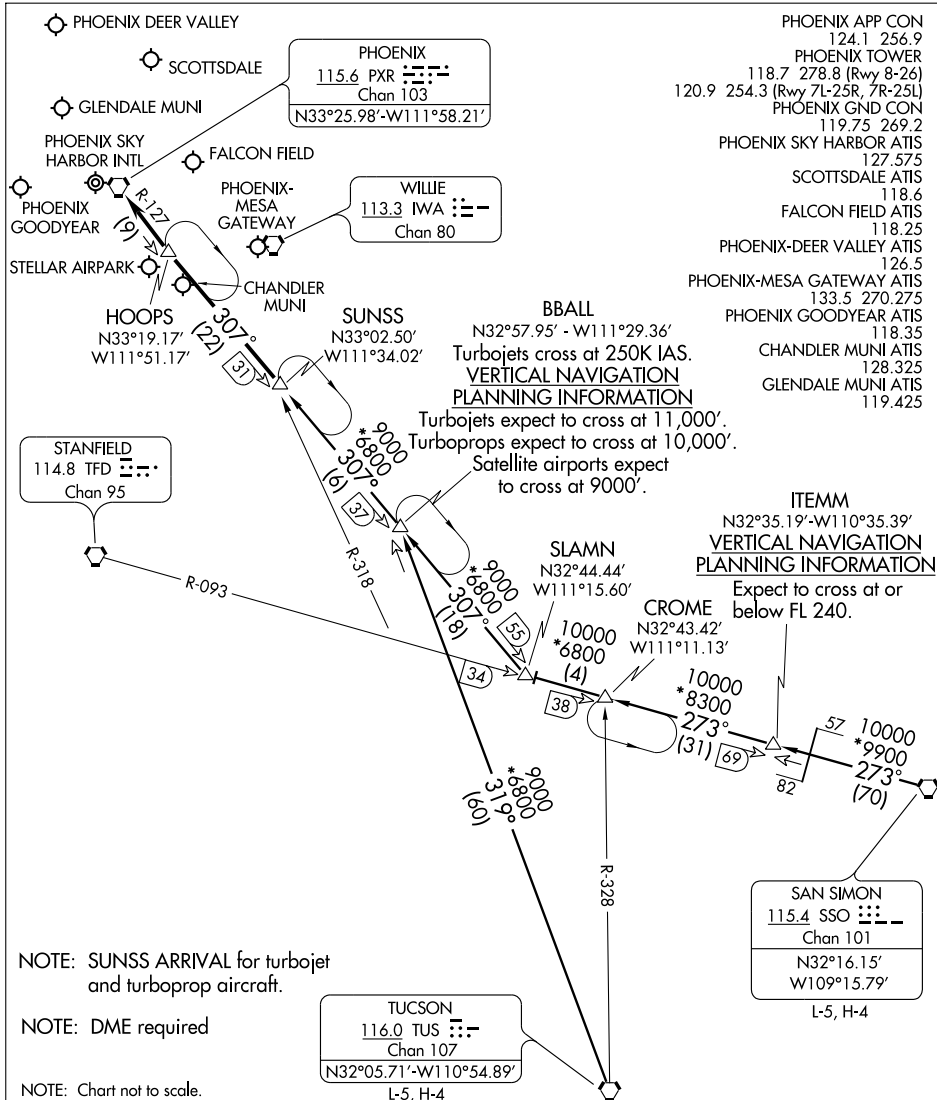
MISSED APPROACH: Climb to 6000 direct BOLES,
and via 314° track to HEVRO, and right turn via
072° track to BANYO and hold.

ATIS 126.5	PHOENIX APP CON 120.7 239.0	DEER VALLEY TOWER* 118.4 (CTAF) 120.2 (Rwy 7R-25L) (Rwy 7L-25R)	GND CON 121.8	CLNC DEL 123.9
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6000	BOLES	314° track	HEVRO	072° track	BANYO	VGSi and RNAV glidepath not coincident.
* LNAV only	GIGEC 4.4 NM to RW25L	FEGEV	DUYAC	CIPLU	5 NM Holding Pattern	
	* 2.7 NM to RW25L					
	2.7	1.7	5.3 NM	1.8 NM	4.2 NM	
CATEGORY	A	B	C	D		
LPV DA	1850-1¼	375 (400-1¼)				
LNAV MDA	2360-1¼	885 (900-1¼)	2360-2¾	2360-3		
			885 (900-2¾)	885 (900-3)		
CIRCLING	2400-1¼	2420-1¼	2420-2¾	2420-3		
	922 (1000-1¼)	942 (1000-1¼)	942 (1000-2¾)	942 (1000-3)		





SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

SW-4. 22 OCT 2009 to 19 NOV 2009

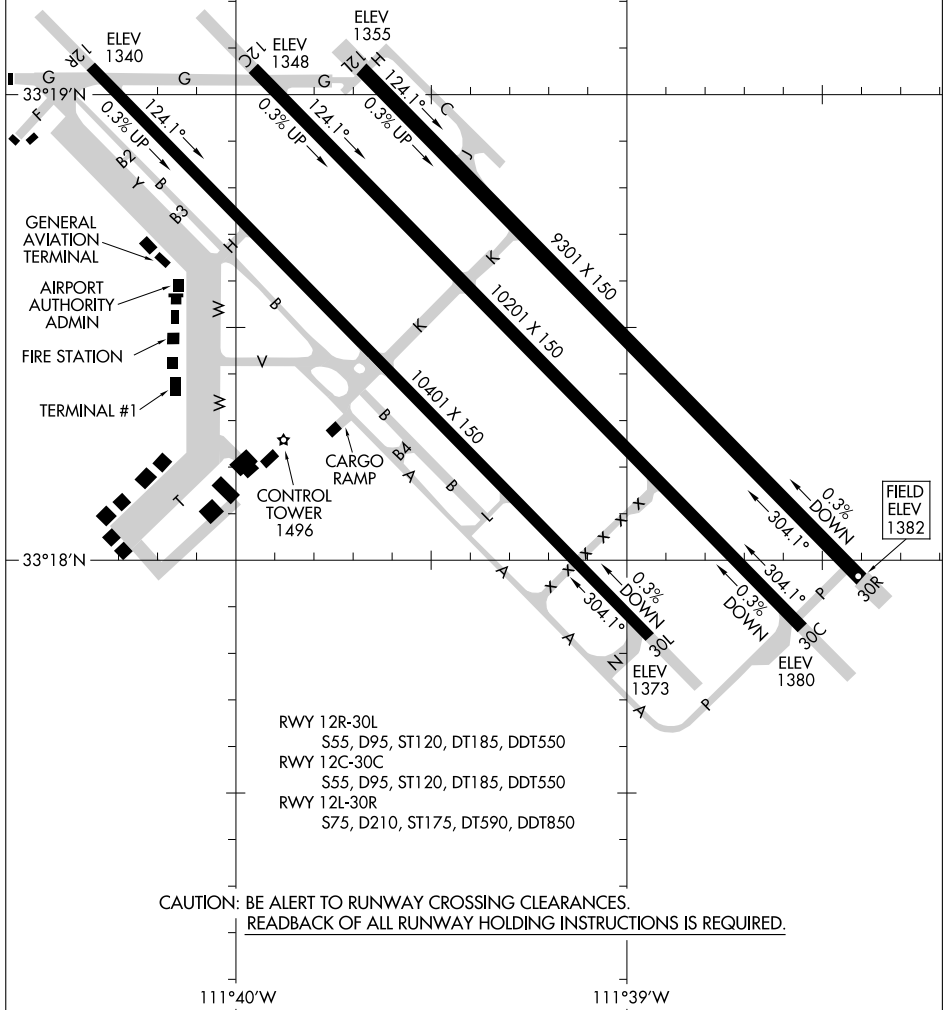
AIRPORT DIAGRAM

AL-74 (FAA)

PHOENIX-MESA GATEWAY (IWA)
PHOENIX, ARIZONA

ATIS
133.5 270.275
GATEWAY TOWER ★
120.6 (CTAF) 289.4 WEST
124.75 379.225 EAST
GND CON
128.25 275.8
CLNC DEL
135.05

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



BLYTHE FOUR ARRIVAL

ST-322 (FAA)

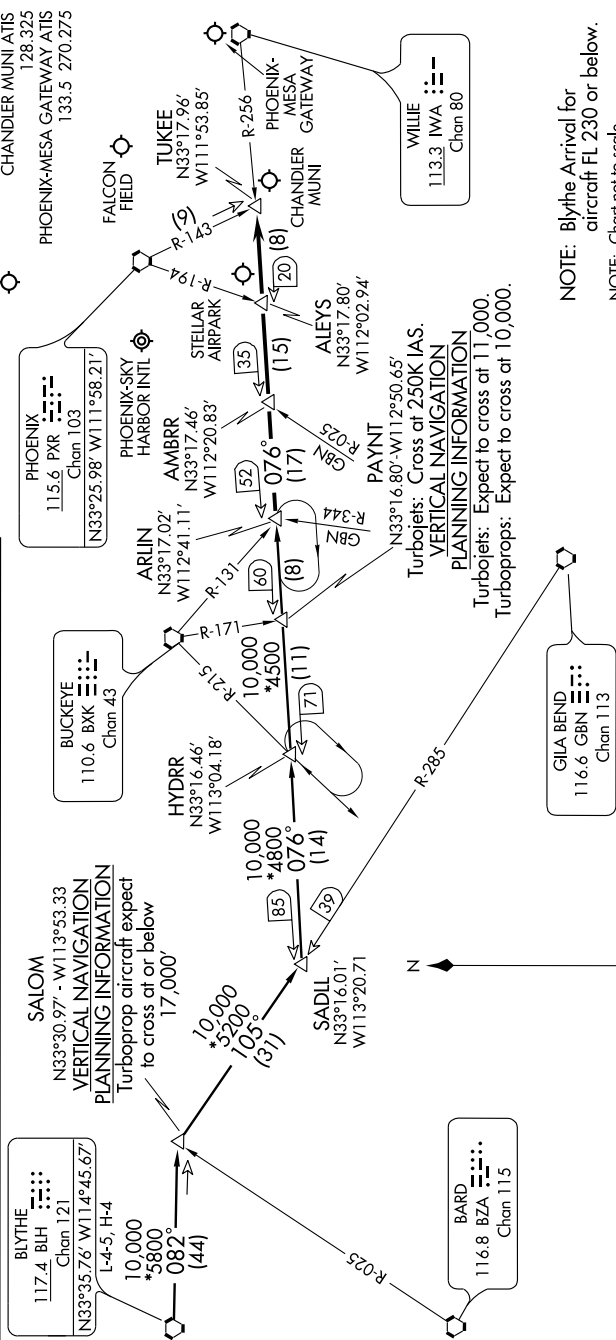
PHOENIX, ARIZONA

...
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence
... From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to final approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to final approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

LOC I-IWA 110.15	APCH CRS 303°	Rwy Idg TDZE Arpt Elev 10,201 1380 1382
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JAL-74 [USAF]

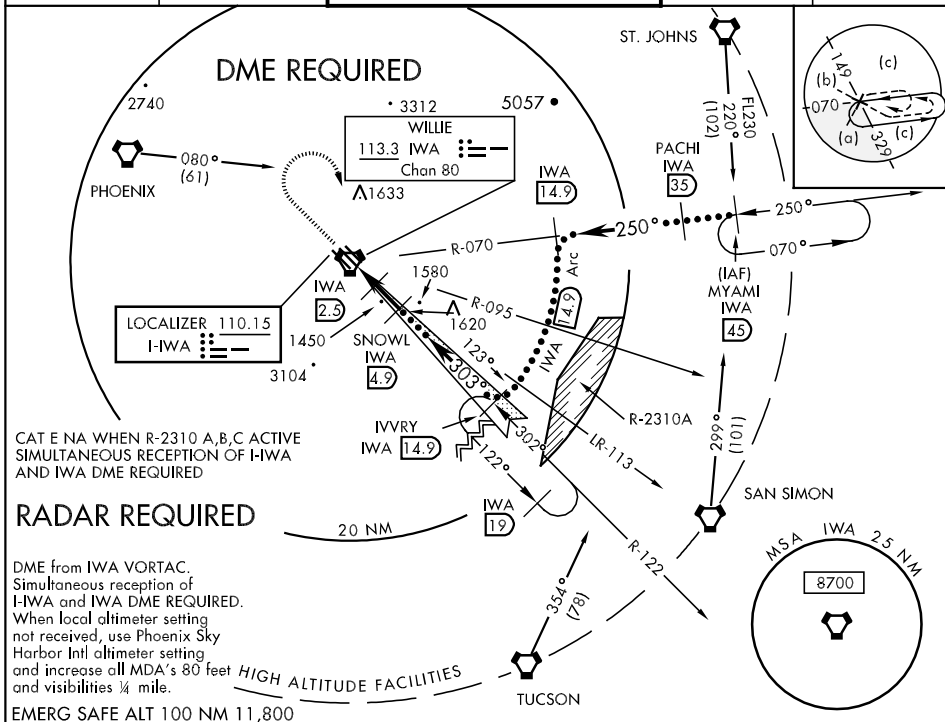
PHOENIX-MESA GATEWAY (KIWA)

▼ * 1960 when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 direct IWA VORTAC then via IWA R-122 to IVRVY 14.9 DME and hold.

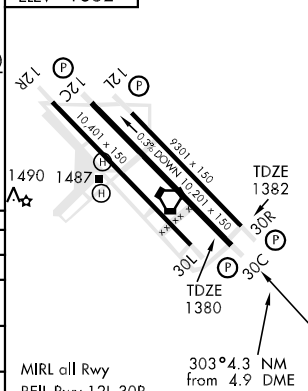
† LOC only

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ WEST 120.6 (CTAF) 289.4 EAST 124.75 379.225	GND CON 128.25 275.8	CLNC DEL 128.25 275.8
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2800	5000	IWA	IVRVY IWA R-122	MYAMI
↑	↗	14.9	14.9	45
VORTAC	SNOWL IWA	IVRVY	R-095	FL 220
IWA 0.9	IWA 2.5	IWA 4.9	IWA 14.9	14.9
2831	2800	3000	4600	5300
2 NM	2.4 NM	Arc		
CATEGORY	C	D	E	
S-ILS 30C	1580-3/4	200	(200-3/4)	
S-LOC 30C	1700-1	320	(400-1)	
SIDESTEP 30R	1700-1 1/2 318 (400-1 1/2)	1700-2 318 (400-2)		
CIRCLING	1840-1 1/2 458 (500-1 1/2)	1940-2 558 (600-2)		

ELEV 1382



TACAN IWA Chan 80	APCH CRS 302°	Rwy Idg 10,201 TDZE 1380 Arpt Elev 1382
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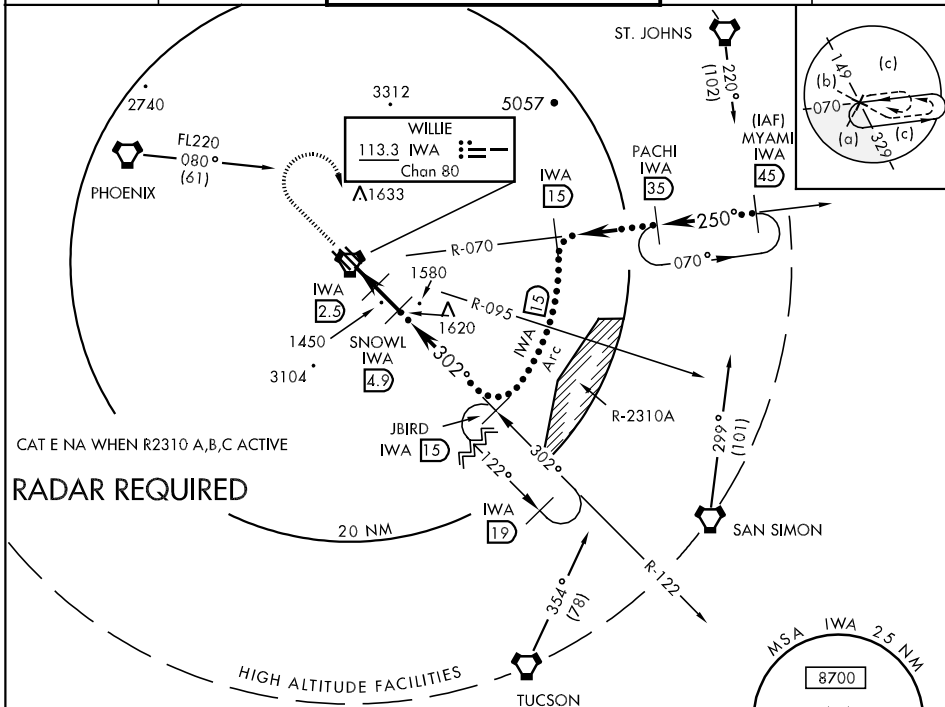
JAL-74 [USAF]

PHOENIX-MESA GATEWAY (KIWA)

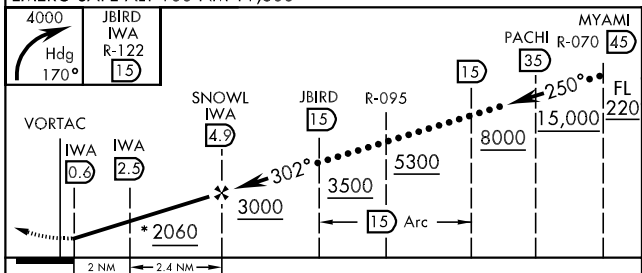
T When local altimeter not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA's 80 feet and visibilities ¼ mile.
* 2140 when using Phoenix Sky Harbor Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 4000 via heading 170° and IWA R-122 to JBIRD 15 DME and hold.

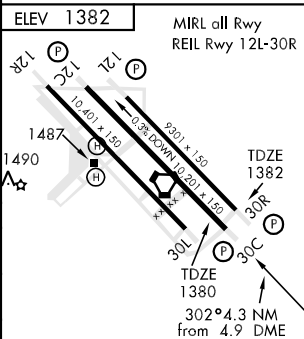
ATIS	PHOENIX APP CON	GATEWAY TOWER ★				GND CON	CLNC DEL
133.5 270.275	124.9 353.8	WEST	EAST				
		120.6 (CTAF)	289.4	124.75	379.225	128.25 275.8	128.25 275.8



EMERG SAFE ALT 100 NM 11,800



CATEGORY	C	D	E
S-30C	1700- $\frac{3}{4}$ 320	(400- $\frac{3}{4}$)	1700-1 $\frac{1}{4}$ 320 (400-1 $\frac{1}{4}$)
SIDESTEP 30R	1700-1 $\frac{1}{2}$ 318 (400-1 $\frac{1}{2}$)	1700-2 318	(400-2)
CIRCLING	1840-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)	1940-2 558	(600-2)



PHOENIX, ARIZONA

33°18'N-111°39'W

PHOENIX-MESA GATEWAY (KIWA)

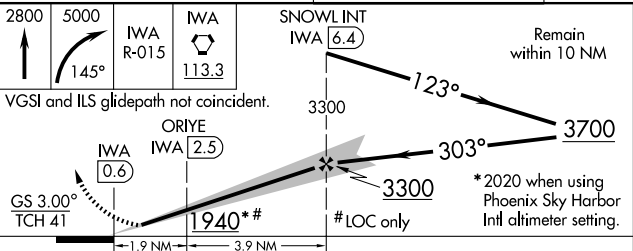
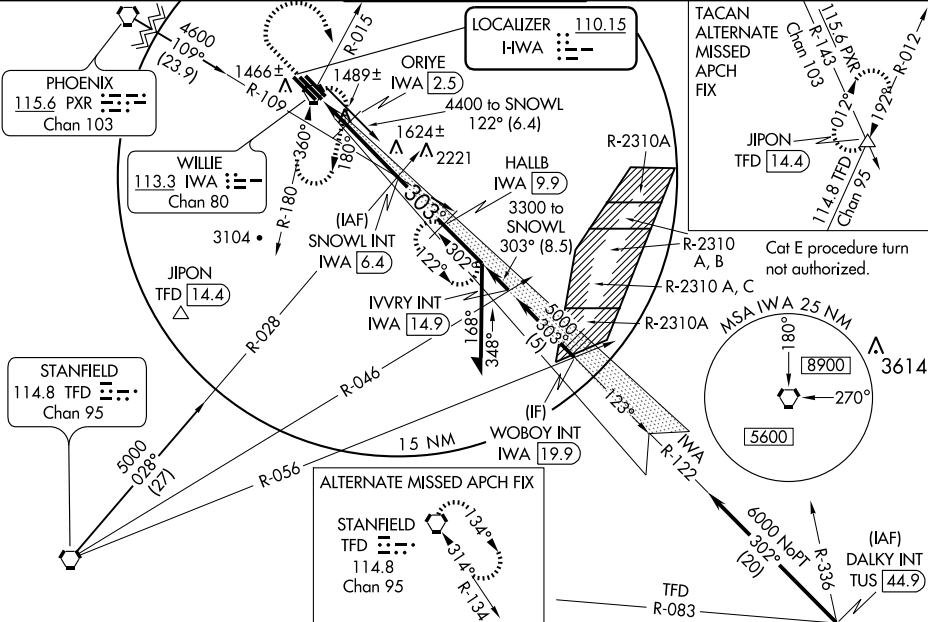
Orig A 09127

LILY OF THE VALLEY TAGAL BAYAN 22C

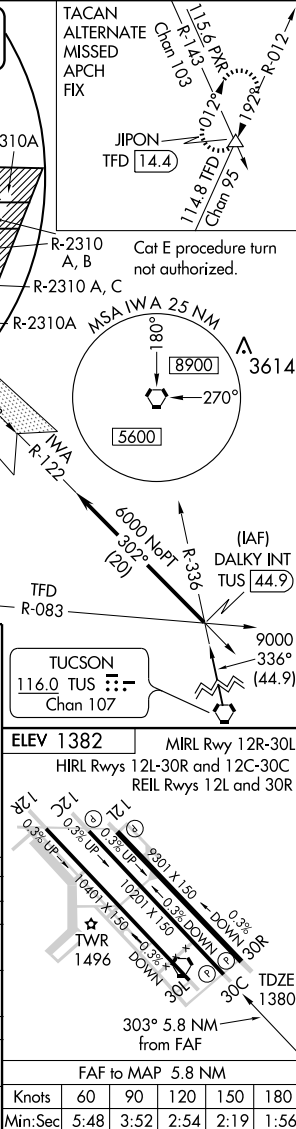
⚠ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet, increase S-ILS 30C, S-LOC 30C all Cats visibility ¼ mile, circling Cats A/B/C visibility ½ mile, Cat E ½ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB/9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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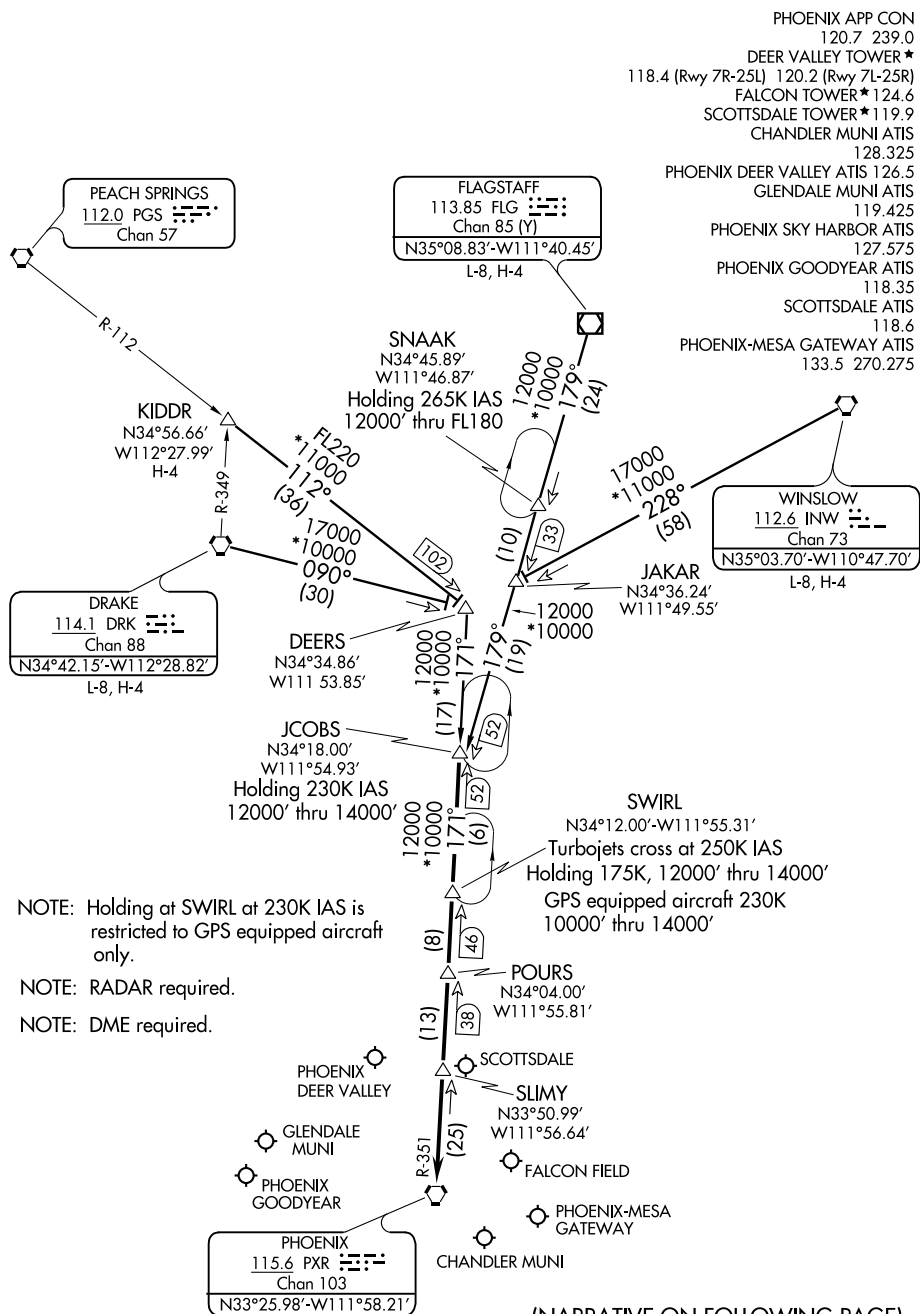
CATEGORY	A	B	C	D	E
S-ILS 30C	1580-¾ 200 (200-¾)				
S-LOC 30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
ORIYE FIX MINIMUMS					
S-LOC 30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



SW-4, 22 OCT 2009 to 19 NOV 2009

JC0BS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.

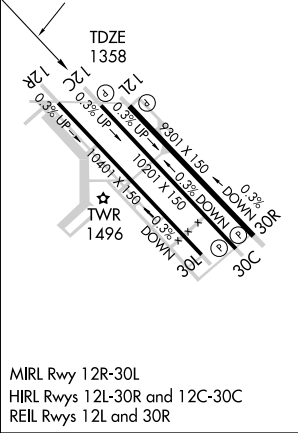
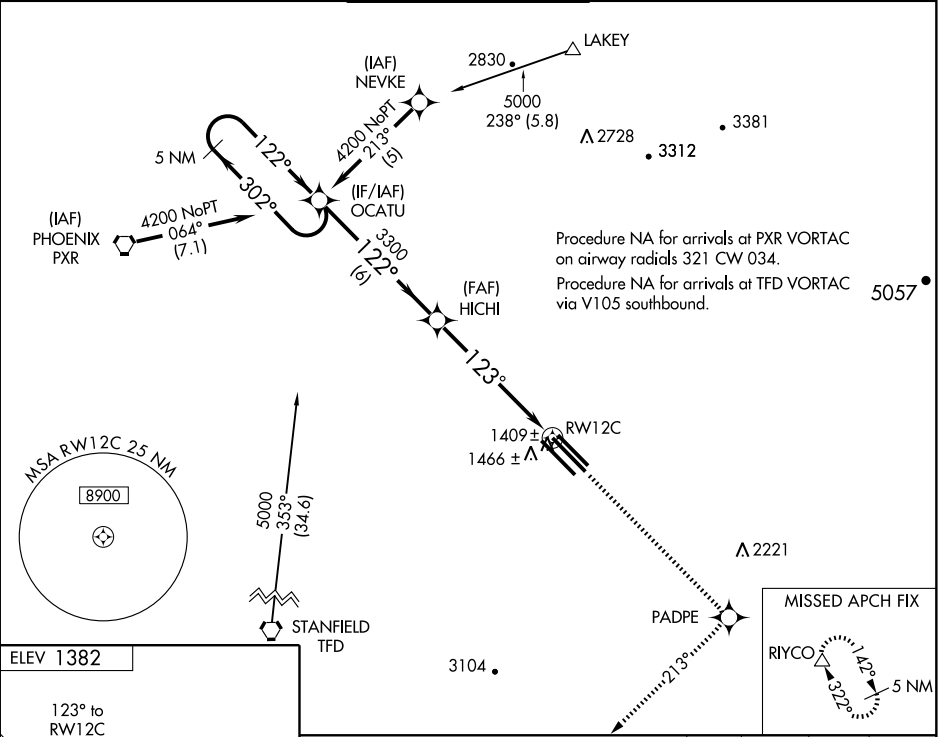
RNAV (GPS) RWY 12C

PHOENIX-MESA GATEWAY (IWA)

WAAS CH 58200 W12A	APP CRS 123°	Rwy Idg 10201 TDZE 1358 Apt Elev 1382
--	------------------------	--

▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F).	MISSED APPROACH: Climb to 5000 direct PADPE and via 213° track to RIYCO and hold.
--	--

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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5 NM Holding Pattern		OCATU		HICHI		5000 ↑		PADPE ✦		213° track		RIYCO △	
4200 ← 302° 122° →		122°		3300		123°		* 1.1 NM to RW12C		* LNAV only		RW12C	
GS 3.00° TCH 50		6 NM		4.8 NM		1.1							
CATEGORY		A		B		C		D		E			
LPV DA				1608-1		250 (300-1)							
LNAV/ VNAV DA				1685-1¼		327 (400-1¼)							
LNAV MDA		1740-1		382 (400-1)				1740-1¼		382 (400-1¼)			
CIRCLING		1800-1¼ 418 (500-1¼)		1840-1¼ 458 (500-1¼)		1840-1½ 458 (500-1½)				1940-2		558 (600-2)	

MIRL Rwy 12R-30L
HIRL Rwy 12L-30R and 12C-30C
REIL Rwy 12L and 30R

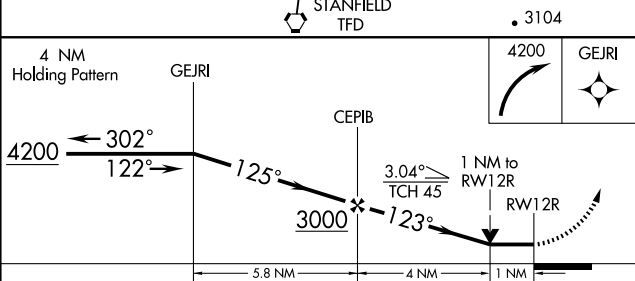
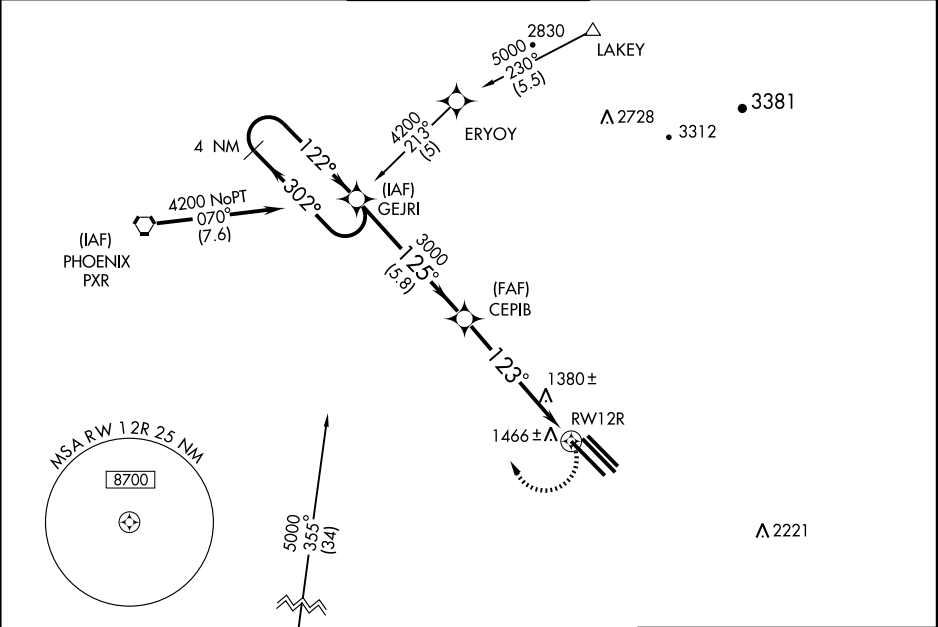
RNAV (GPS) RWY 12R
PHOENIX-MESA GATEWAY (IWA)

APP CRS	Rwy Idg	10401
123°	TDZE	1373
	Apt Elev	1382

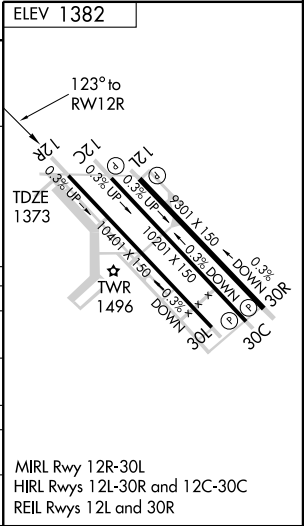
When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.
VDP NA with Phoenix Sky Harbor Intl altimeter setting.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing right turn to 4200 direct GEJRI WP and hold.

ATIS	PHOENIX APP CON	GATEWAY TOWER ★	GND CON	CLNC DEL
133.5 270.275	124.9 353.8	120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	128.25 275.8	135.05



CATEGORY	A	B	C	D	E
RNAV MDA	1720-1	347 (400-1)	1720-1¼	347 (400-1¼)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS					
RNAV MDA	1800-1	427 (500-1)	1800-1¼ 427 (500-1¼)	1800-1½	427 (500-1½)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1½ 538 (600-1½)	1940-2 558 (600-2)	2000-2¼ 618 (700-2¼)



WAAS CH 62911 W30A	APP CRS 303°	Rwy Idg 10201 TDZE 1380 Apt Elev 1382
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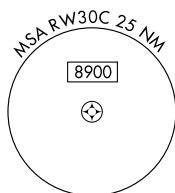
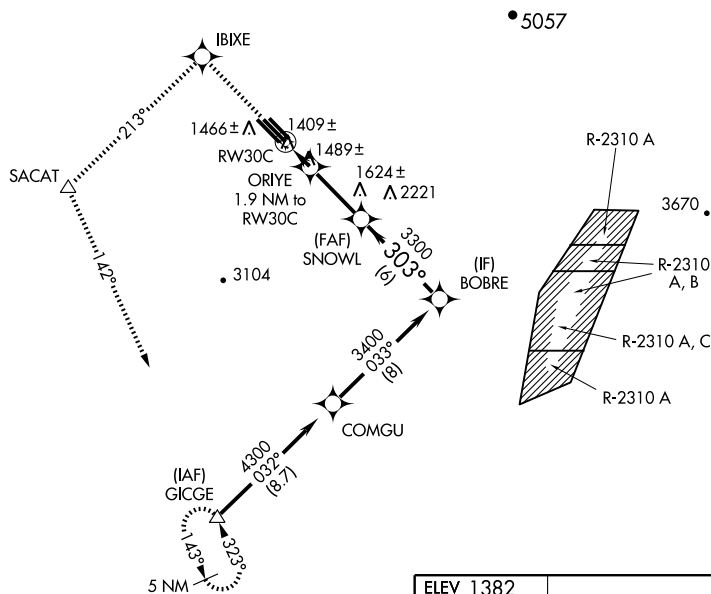
RNAV (GPS) RWY 30C
PHOENIX-MESA GATEWAY (IWA)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.

▲ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all DA/MDA 80 feet and increase LPV, LNAV/VNAV, LNAV all Cts visibility ¼ mile, increase circling Cat A/B/C visibility ¼ mile, Cat E ½ mile. VDP and Baro-VNAV NA when using Phoenix Sky Harbor Intl altimeter setting.

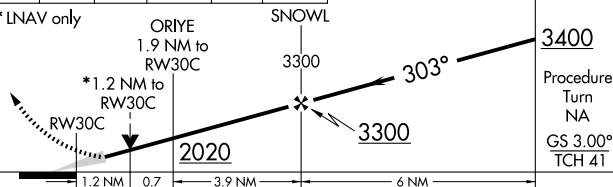
MISSED APPROACH: Climb to 5000
direct IBIXE and via 213° track to SACAT
and 142° track to GICGE and hold.

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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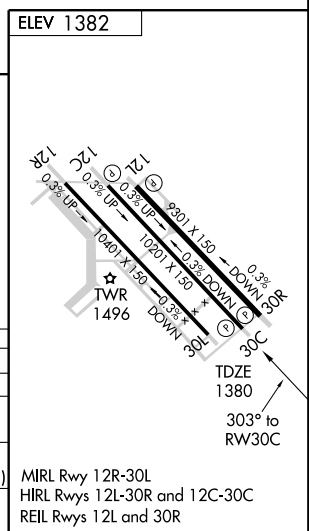


5000 ↑	IBIXE 	213° track	SACAT △	142° track	GICGE △	VGSI and RNAV glidepath not coincident.	BOBRE
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* LNAV only

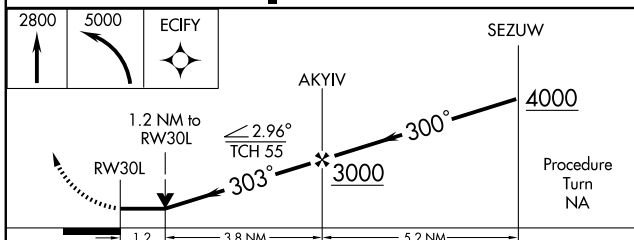
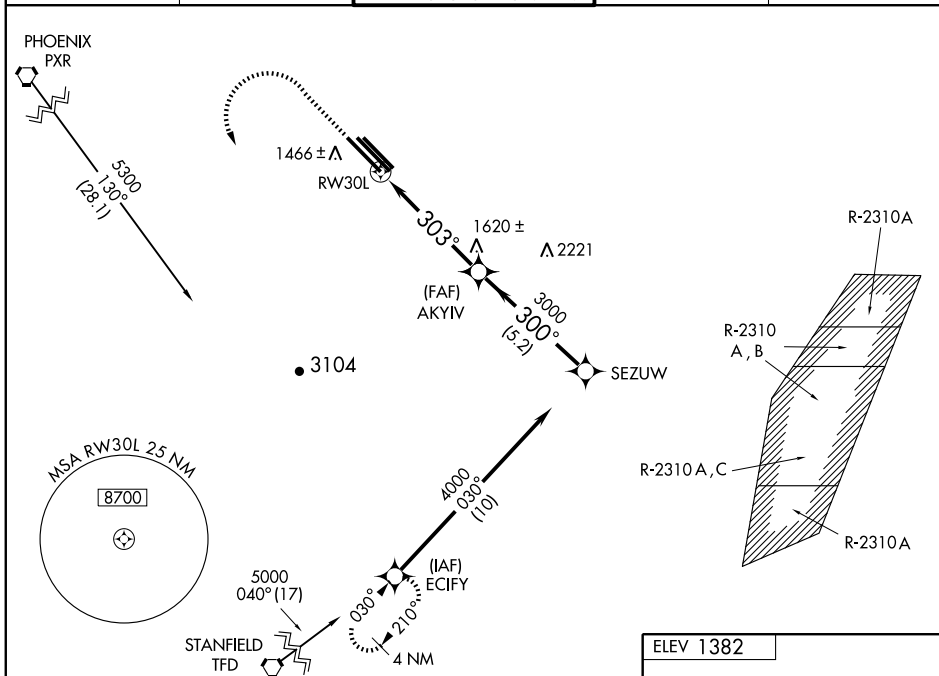


CATEGORY	A	B	C	D	E
LPV DA	1630-1 250 (300-1)				
LNAV/VNAV DA	1680-1 300 (300-1)				
LNAV MDA	1800-1 420 (500-1)	1800-1¼ 420 (500-1¼)			1800-1½ 420 (500-1½)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)

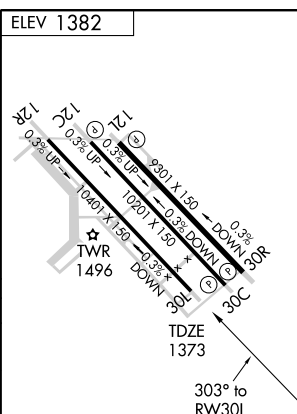


When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting.
VDP NA with Phoenix Sky Harbor Intl altimeter setting.
DME/DME RNP- 0.3 NA.

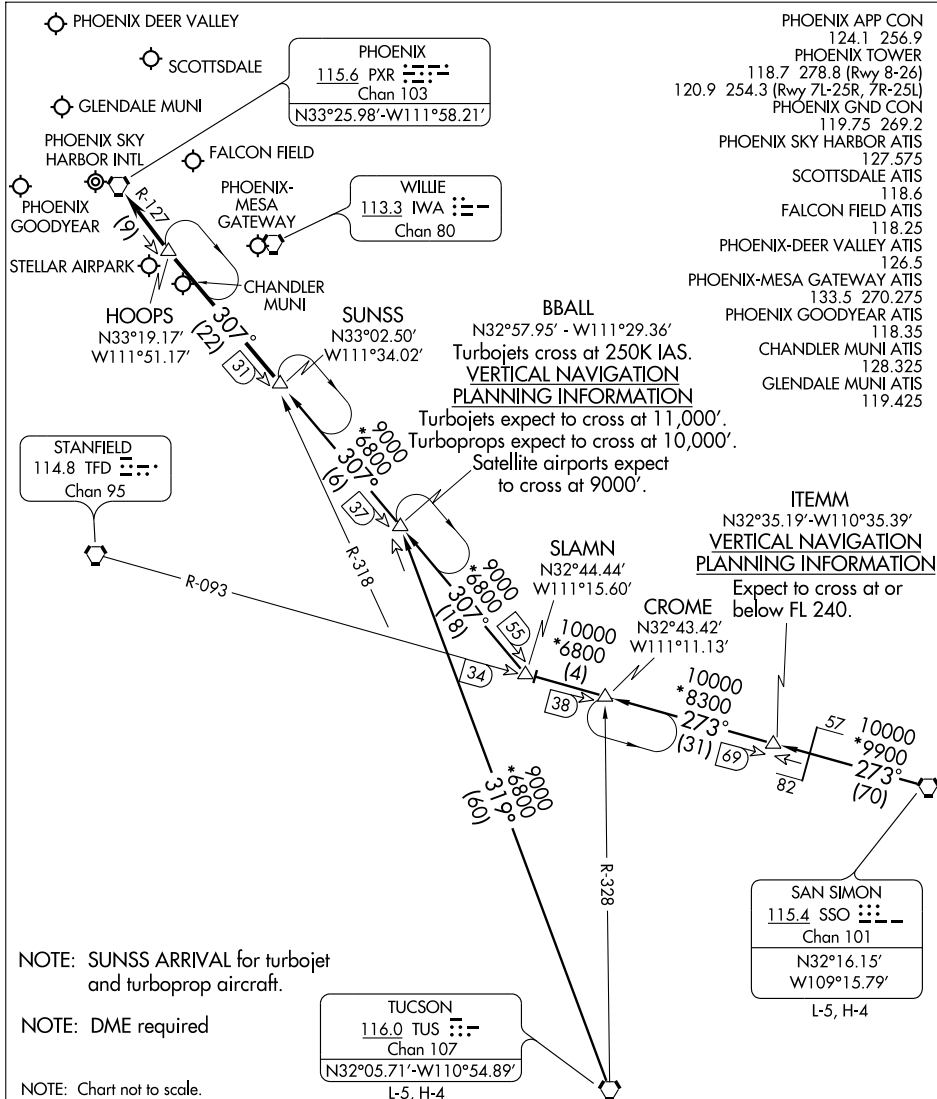
MISSED APPROACH: Climb to 2800 then climbing left turn to 5000 to ECIFY WP and hold.

CLNC DEL
135.05

CATEGORY	A	B	C	D	E
LNAV MDA	1800-1	427 (500-1)	1800-1 $\frac{1}{4}$ 427 (500-1 $\frac{1}{4}$)	1800-1 $\frac{1}{2}$	427 (500-1 $\frac{1}{2}$)
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1 $\frac{1}{2}$ 458 (500-1 $\frac{1}{2}$)	1940-2	558 (600-2)
PHOENIX SKY HARBOR INTL. ALTIMETER SETTING MINIMUMS					
LNAV MDA	1880-1	507 (600-1)	1880-1 $\frac{1}{2}$	507 (600-1 $\frac{1}{2}$)	1880-1 $\frac{3}{4}$ 507 (600-1 $\frac{3}{4}$)
CIRCLING	1880-1 498 (500-1)	1920-1 538 (600-1)	1920-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)	1940-2 558 (600-2)	2000-2 $\frac{1}{4}$ 618 (700-2 $\frac{1}{4}$)



MIRL Rwy 12R-30L
HIRL Rwys 12L-30R and 12C-30C
REIL Rwys 12L and 30R



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

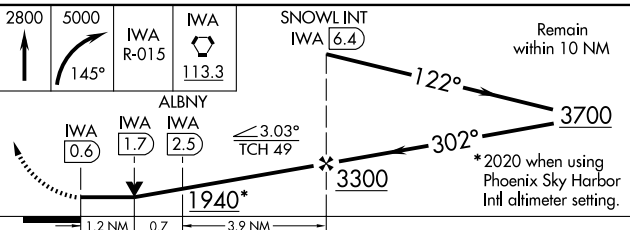
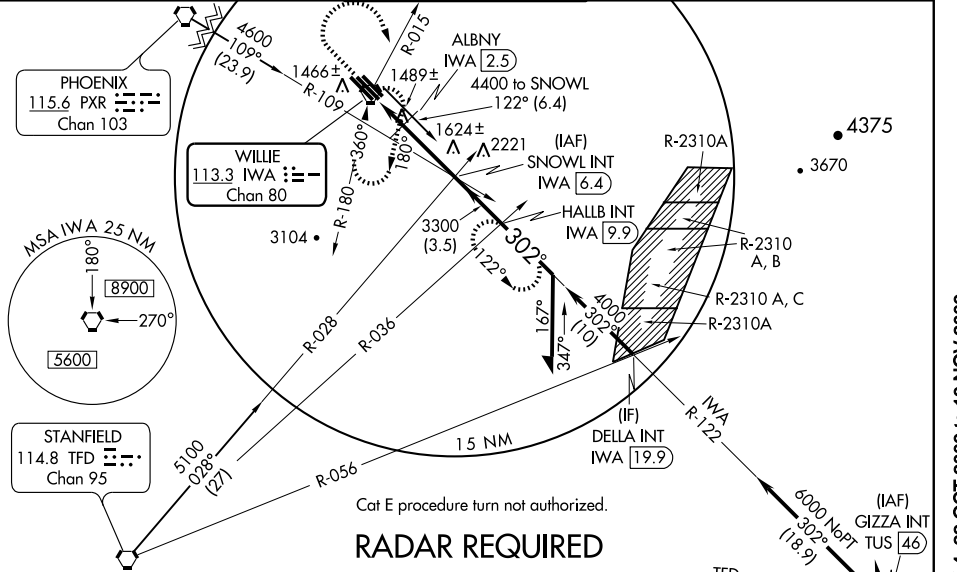
TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

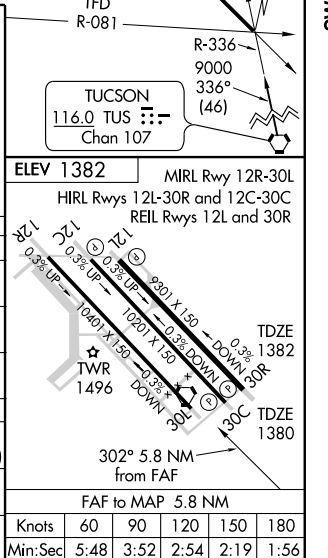
⚠ When local altimeter setting not received, use Phoenix Sky Harbor Intl altimeter setting and increase all MDA 80 feet, increase S-30C, SIDESTEP 30R all Cats visibility ¼ mile, circling Cats A/B/C visibility ¼ mile, Cat E ½ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5000 via heading 145° and IWA VORTAC R-015 to IWA VORTAC and hold, continue climb-in-hold to 5000 (TACAN aircraft continue via IWA VORTAC R-122 to HALLB INT/IWA 9.9 DME and hold, continue climb-in-hold to 5000, hold SE, LT, 302° inbound).

ATIS 133.5 270.275	PHOENIX APP CON 124.9 353.8	GATEWAY TOWER ★ 120.6 (CTAF) 289.4 (WEST) 124.75 379.225 (EAST)	GND CON 128.25 275.8	CLNC DEL 135.05
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CATEGORY	A	B	C	D	E
S-30C	1940-1	560 (600-1)	1940-1½ 560 (600-1½)	1940-1¾ 560 (600-1¾)	1940-2 560 (600-2)
SIDESTEP 30R	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
CIRCLING	1940-1	558 (600-1)	1940-1½ 558 (600-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)
DME MINIMUMS					
S-30C	1800-1	420 (500-1)	1800-1¼ 420 (500-1¼)	1800-1½ 420 (500-1½)	1800-1½ 420 (500-1½)
SIDESTEP 30R	1800-1	418 (500-1)	1800-1½ 418 (500-1½)	1800-2 418 (500-2)	
CIRCLING	1800-1 418 (500-1)	1840-1 458 (500-1)	1840-1½ 458 (500-1½)	1940-2 558 (600-2)	1980-2 598 (600-2)



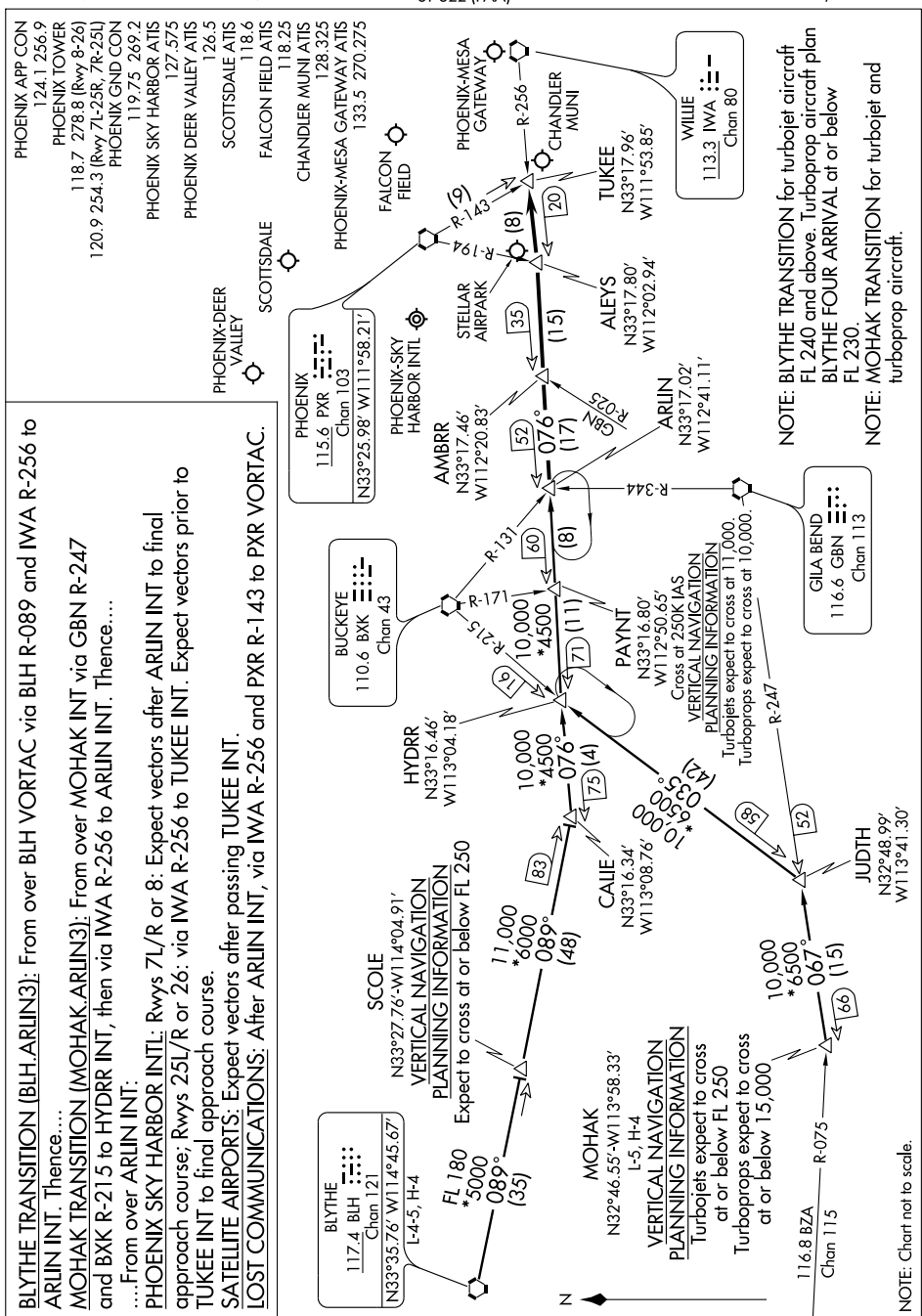
SW-4, 22 OCT 2009 to 19 NOV 2009



ARLIN THREE ARRIVAL

ST-322 (FAA)

PHOENIX, ARIZONA



(BARGN1.BARGN) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

BARGN ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

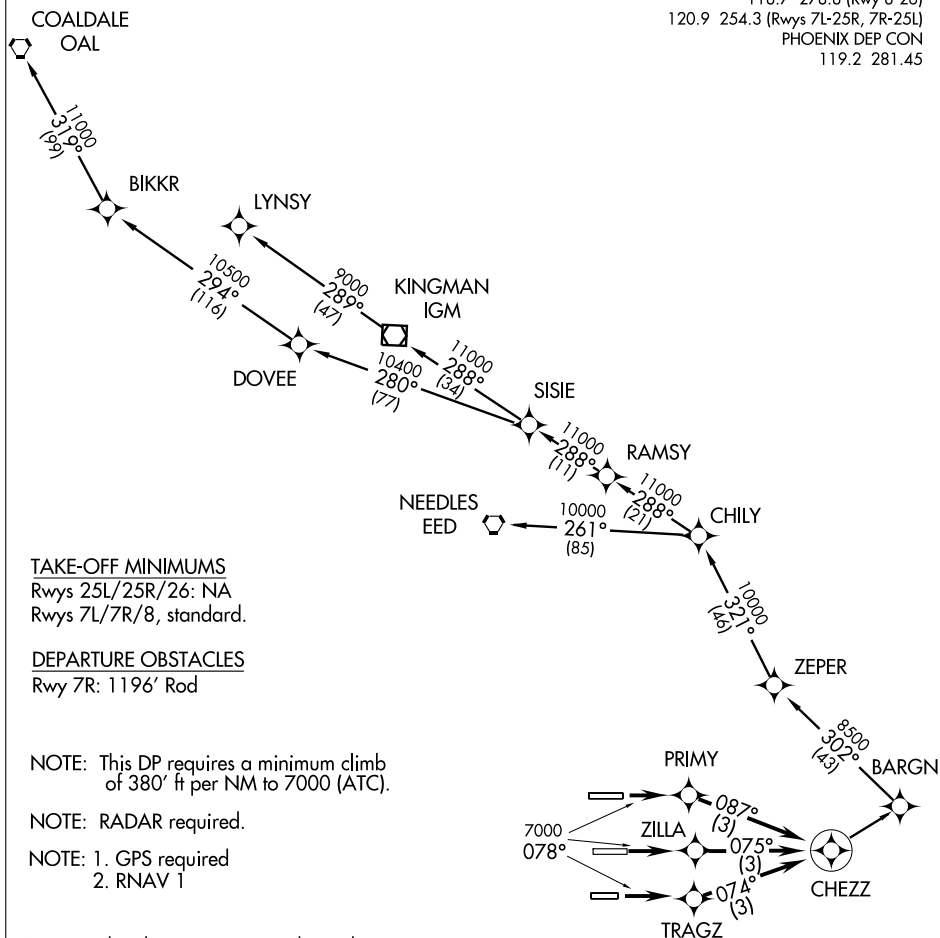
PHOENIX TOWER

118.7 278.8 (Rwys 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 22 OCT 2009 to 19 NOV 2009

BARGN ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, then left turn direct BARGN WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COALDALE TRANSITION (BARGN1.OAL)

LYNSY TRANSITION (BARGN1.LYNSY)

NEEDLES TRANSITION (BARGN1.EED)

BLYTHE FOUR ARRIVAL

ST-322 (FAA)

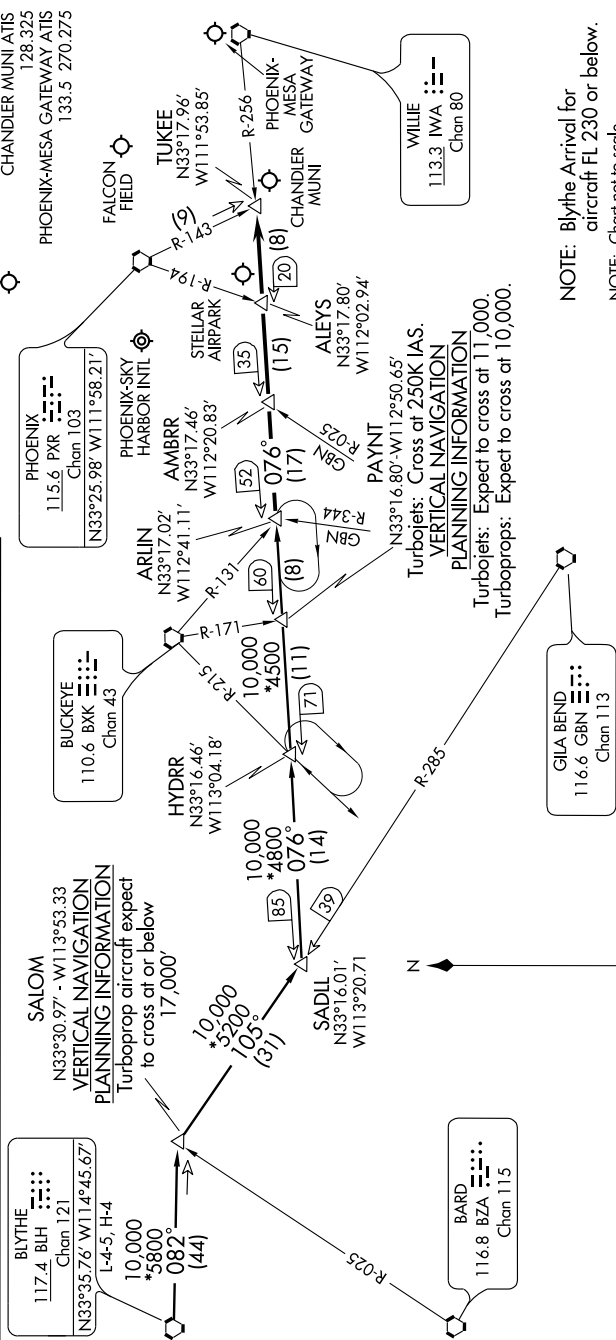
PHOENIX, ARIZONA

...
BLYTHE TRANSITION (BLH,BLH4): From over BLH VORTAC via BLH R-082 to SALOM INT, then via GBN R-285 and IWA R-256 to ARLIN INT. Thence
... From over ARLIN INT:

PHOENIX SKY HARBOR INTL: Rwy's 7L/R or 8: Expect radar vectors after passing ARLIN INT to find approach course; Rwy's 25L/R or 26: via IWA R-256 to TUKEE INT, expect radar vectors prior to TUKEE INT to find approach course.

ALL SATELLITE AIRPORTS: Expect radar vectors after passing TUKEE INT.

LOST COMMUNICATIONS: After ARLIN INT, via IWA R-256 and PXR R-143 to PXR VORTAC.



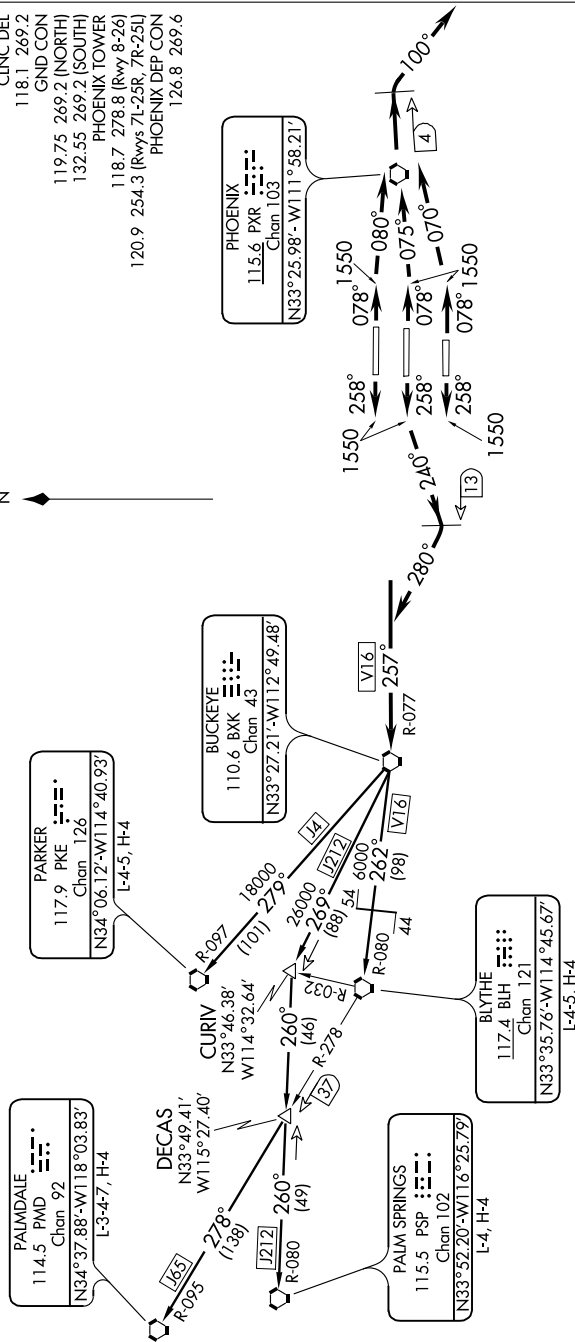
NOTE: Blythe Arrival for aircraft FL 230 or below.

NOTE: Chart not to scale.

BUCKEYE TWO DEPARTURE

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
126.8 269.6

N



NOTE: Aircraft requesting FL 220 and below must file BLYTHE TRANSITION.

NOTE: BUCKEYE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: Turbojets landing LAX, file PARKER TRANSITION.

NOTE: Aircraft landing other than LAX and turboprops landing at LAX:
requesting FL240 and above, file PALMDALE or PALM SPRINGS TRANSITION.

NOTE: DME and RADAR required.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum
climb of 300' per NM to 7000.Rwy 25L/25R/26: Standard with minimum
climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

BUCKEYE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°, maintain 7000, expect radar vectors to BXX VORTAC. Expect further clearance to filed altitude 3 minutes after departure.

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 13 DME west of PXR VORTAC, climbing right turn heading 280° to the BXX R-077 to BXX VORTAC. Maintain 7000, expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

BLTYHE TRANSITION (BXX2.BLH): From over BXX VORTAC via BXX R-262 and BLH R-080 to BLH VORTAC.

PALMDALE TRANSITION (BXX2.PMD): From over BXX VORTAC via BXX R-269 and PSP R-080 to DECAS INT, then via BLH R-278 and PMD R-095 to PMD VORTAC.

PALM SPRINGS TRANSITION (BXX2.PSP): From over BXX VORTAC via BXX R-269 and PSP R-080 to PSP VORTAC.

PARKER TRANSITION (BXX2.PKE): From over BXX VORTAC via BXX R-279 and PKE R-097 to PKE VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.
Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.
Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.
Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.
Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1135' MSL.
Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.
Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.
Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL.
Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.
Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.
Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.
Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.
Rwy 26, tree 113' from departure end of runway, 294' right of centerline, 24' AGL/1133' MSL.

BUNTR TWO ARRIVAL

ST-322 (FAA)

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

PHOENIX APP CON

128.65 353.8

PHOENIX TOWER

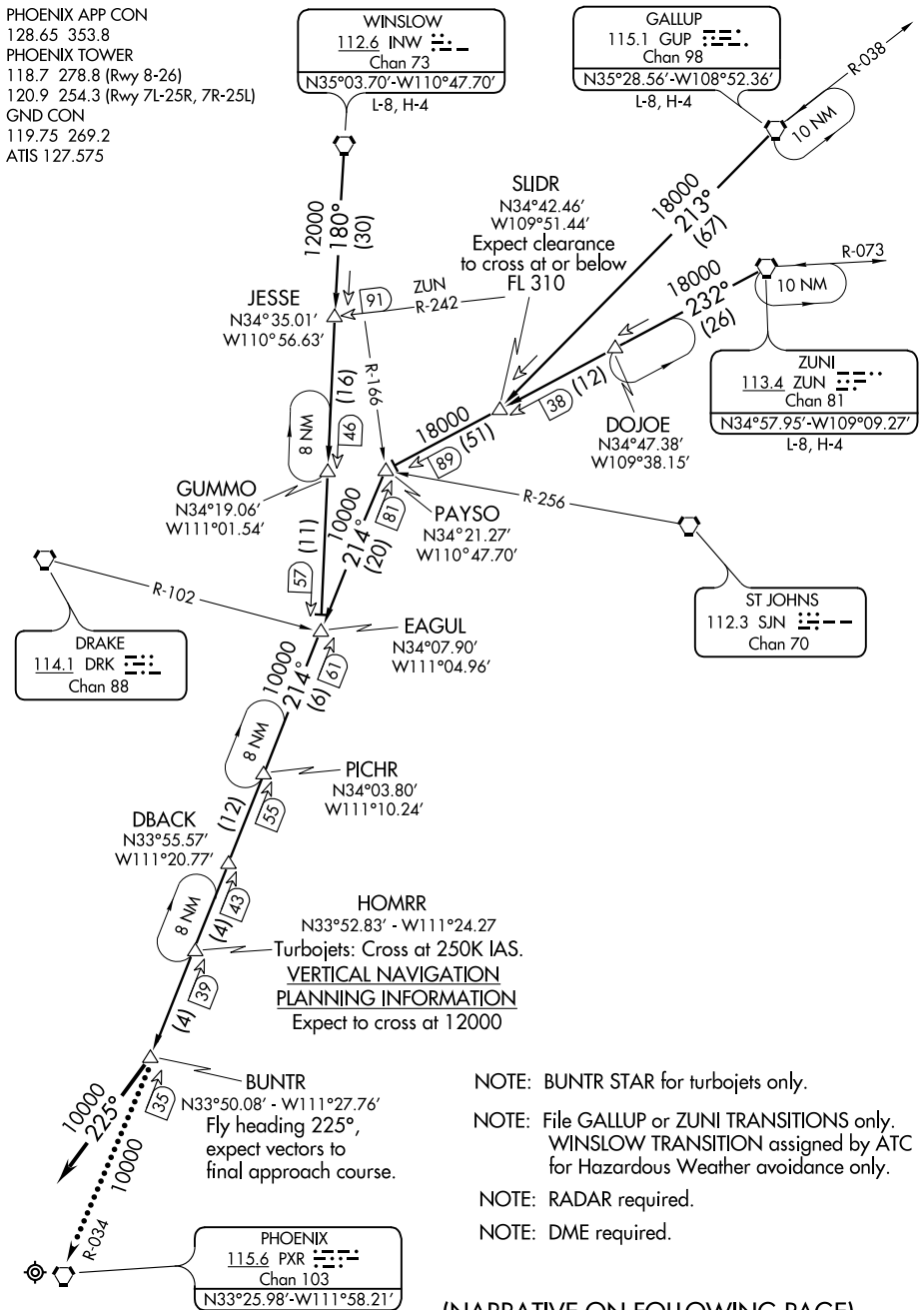
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON

119.75 269.2

ATIS 127.575



SW-4, 22 OCT 2009 to 19 NOV 2009

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

GALLUP TRANSITION (GUP.BUNTR2): From over GUP VORTAC via GUP R-213 and ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

WINSLOW TRANSITION (INW.BUNTR2): From over INW VORTAC via INW R-180 to EAGUL INT, then via PXR R-034 to BUNTR INT. Thence. . . .

ZUNI TRANSITION (ZUN.BUNTR2): From over ZUN VORTAC via ZUN R-232 to PAYSO INT, then via PXR R-034 to BUNTR INT. Thence. . . .

. . . . From over BUNTR INT, fly heading 225°. Expect vectors to Final Approach Course.

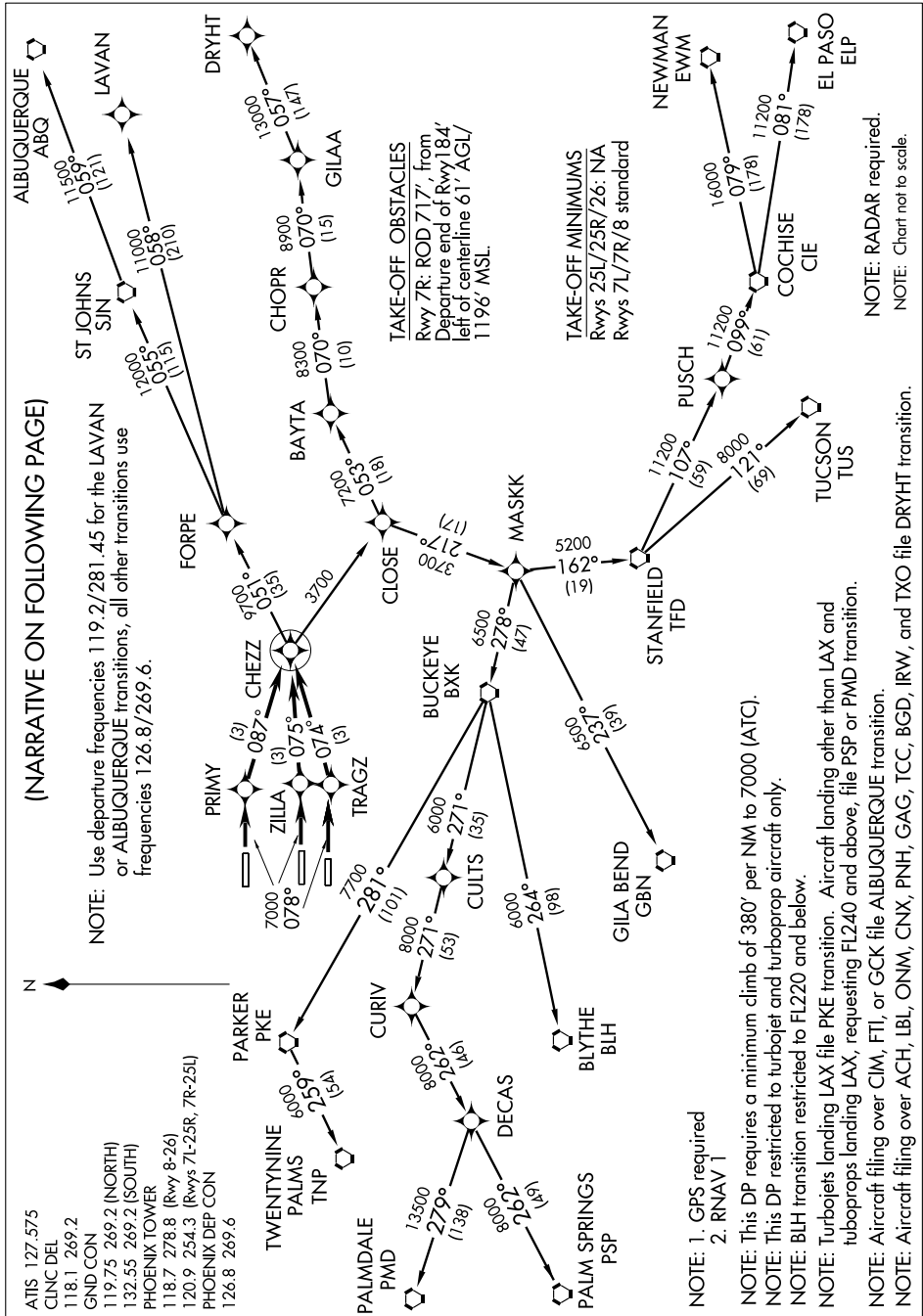
LOST COMMUNICATIONS:

After BUNTR INT, proceed direct PXR VORTAC.

CHEZZ TWO DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Use departure frequencies 119.2/281.45 for the LAVAN or ALBUQUERQUE transitions, all other transitions use frequencies 126.8/269.6.



NOTE: RADAR required.

NOTE: Chart not to scale.

NOTE: 1. GPS required
2. RNAV 1

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: This DP restricted to turbojet and turboprop aircraft only.

NOTE: BLH transition restricted to FL220 and below.

NOTE: Turbojets landing LAX file PKE transition. Aircraft landing other than LAX and turboprops landing LAX, requesting Fl240 and above, file PSP or PMD transition.

NOTE: Aircraft filling over CIM ETI or GCK file AIBUQUERQUE transition

NOTE: Aircraft filing over ACH IBI ONM CNX PNH GAG TCC BGD IRW and TXO file DRYHT transition

CHEZZ TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then via 074° track to CHEZZ WP, Thence

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence

. . . . then via (transition) maintain 7000, expect filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (CHEZZ2.ABQ)

BLYTHE TRANSITION (CHEZZ2.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (CHEZZ2.CIE)

DRYHT TRANSITION (CHEZZ2.DRYHT)

EL PASO TRANSITION (CHEZZ2.ELP)

GILA BEND TRANSITION (CHEZZ2.GBN)

LAVAN TRANSITION (CHEZZ2.LAVAN)

NEWMAN TRANSITION (CHEZZ2.EWM)

PALM SPRINGS TRANSITION (CHEZZ2.PSP)

PALMDALE TRANSITION (CHEZZ2.PMD)

PARKER TRANSITION (CHEZZ2.PKE)

STANFIELD TRANSITION (CHEZZ2.TFD)

TUCSON TRANSITION (CHEZZ2.TUS)

TWENTYNINE PALMS TRANSITION (CHEZZ2.TNP)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°.

Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°.

Thence....

....maintain 7000. Expect radar vectors to PXR R-321 to ZEPER INT then CHILY INT. Then via (transition). Expect filed altitude 3 minutes after departure.

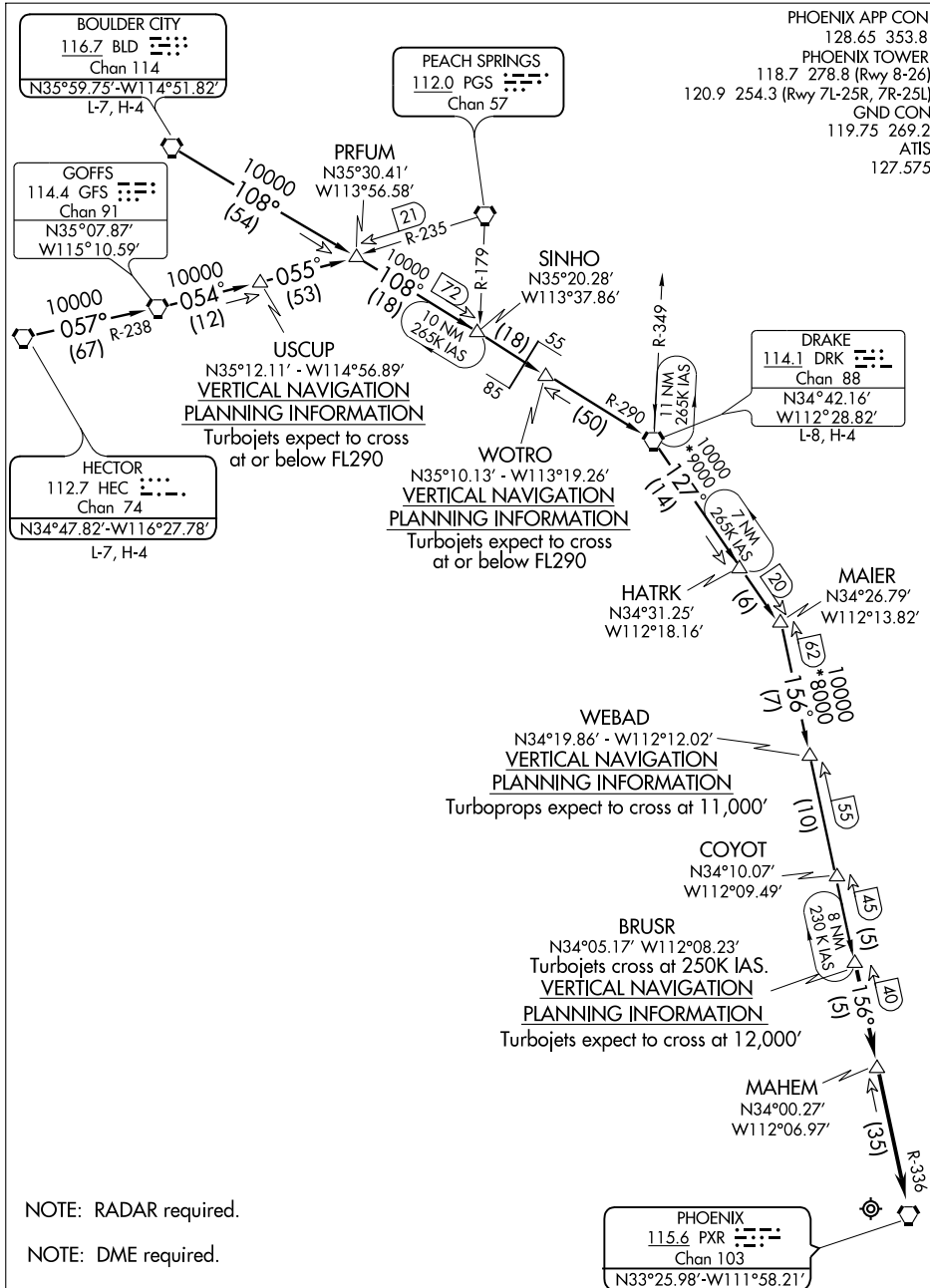
BEATTY TRANSITION (CHILY1.BTY): From over CHILY INT via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, then via BTY R-114 to BTY VORTAC.

HOBES TRANSITION (CHILY1.HOBES): From over CHILY INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (CHILY1.IGM): From over CHILY INT via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (CHILY1.EED): From over CHILY INT via DRK R-259 and EED R-077 to EED VORTAC.

COYOT TWO ARRIVAL



COYOT TWO ARRIVAL

PHOENIX, ARIZONA

ARRIVAL DESCRIPTION

BOULDER CITY TRANSITION (BLD.COYOT2): From over BLD VORTAC via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

DRAKE TRANSITION (DRK.COYOT2): From over DRK VORTAC via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

HECTOR TRANSITION (HEC.COYOT2): From over HEC VORTAC via HEC R-057 and GFS R-238 to GFS VORTAC, then via GFS R-054 and PGS R-235 to PRFUM INT, then via BLD R-108 and DRK R-290 to DRK VORTAC, then via DRK R-127 to MAIER INT, then via PXR R-336 to BRUSR INT. Thence....

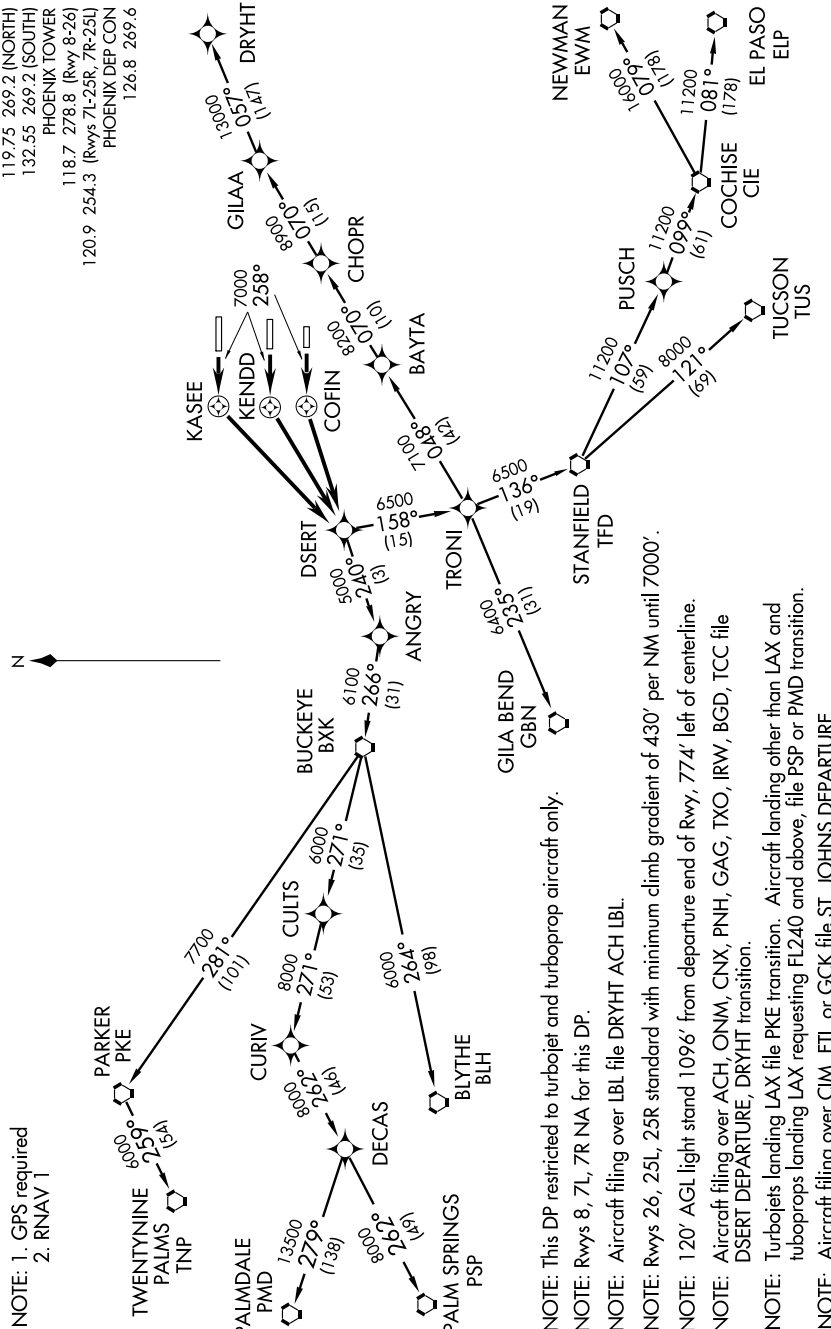
.... From over BRUSR INT via PXR R-336 to PXR VORTAC. After BRUSR INT, expect radar vectors to final approach course.

LOST COMMUNICATIONS: After DRK VORTAC proceed direct to MAIER INT direct PXR VORTAC.

DSERT ONE DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.
NOTE: Chart not to scale.
NOTE: 1. GPS required
2. RNAV 1



DSERT ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 7000 via 258° course to KASEE WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25R: Climb to 7000 via 258° course to KENDD WP, then direct DSERT WP, Thence

TAKE-OFF RUNWAY 25L: Climb to 7000 via 258° course to COFIN WP, then direct DSERT WP, Thence

. . . . then via assigned transition/altitude.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure

BLYTHE TRANSITION (DSERT1.BLH): (Restricted to FL220 and below).

COCHISE TRANSITION (DSERT1.CIE)

DRYHT TRANSITION (DSERT1.DRYHT)

EL PASO TRANSITION (DSERT1.ELP)

GILA BEND TRANSITION (DSERT1.GBN)

NEWMAN TRANSITION (DSERT1.EWM)

PALM SPRINGS TRANSITION (DSERT1.PSP)

PALMDALE TRANSITION (DSERT1.PMD)

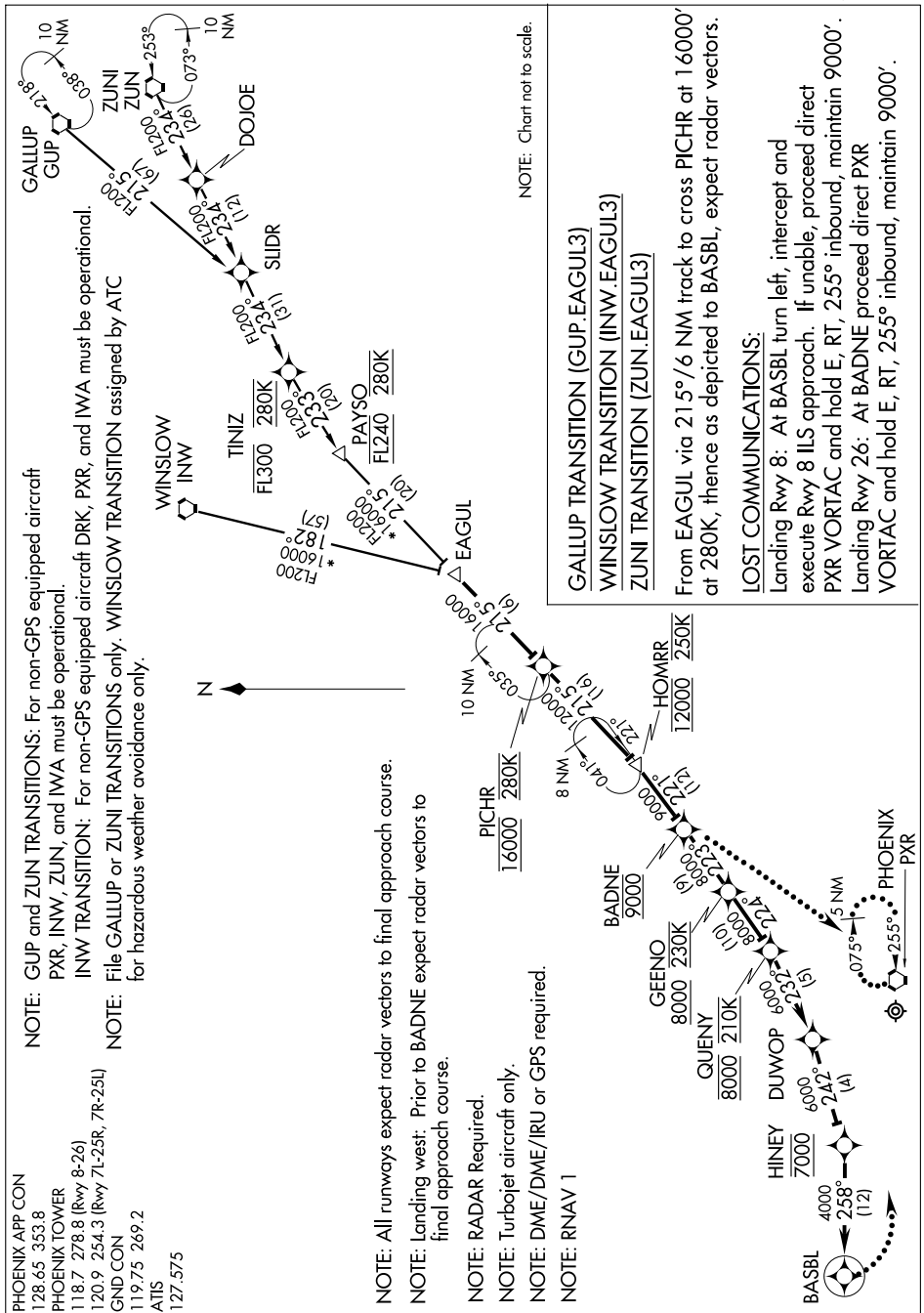
PARKER TRANSITION (DSERT1.PKE)

STANFIELD TRANSITION (DSERT1.TFD)

TUCSON TRANSITION (DSERT1.TUS)

TWENTYNINE PALMS TRANSITION (DSERT1.TNP)

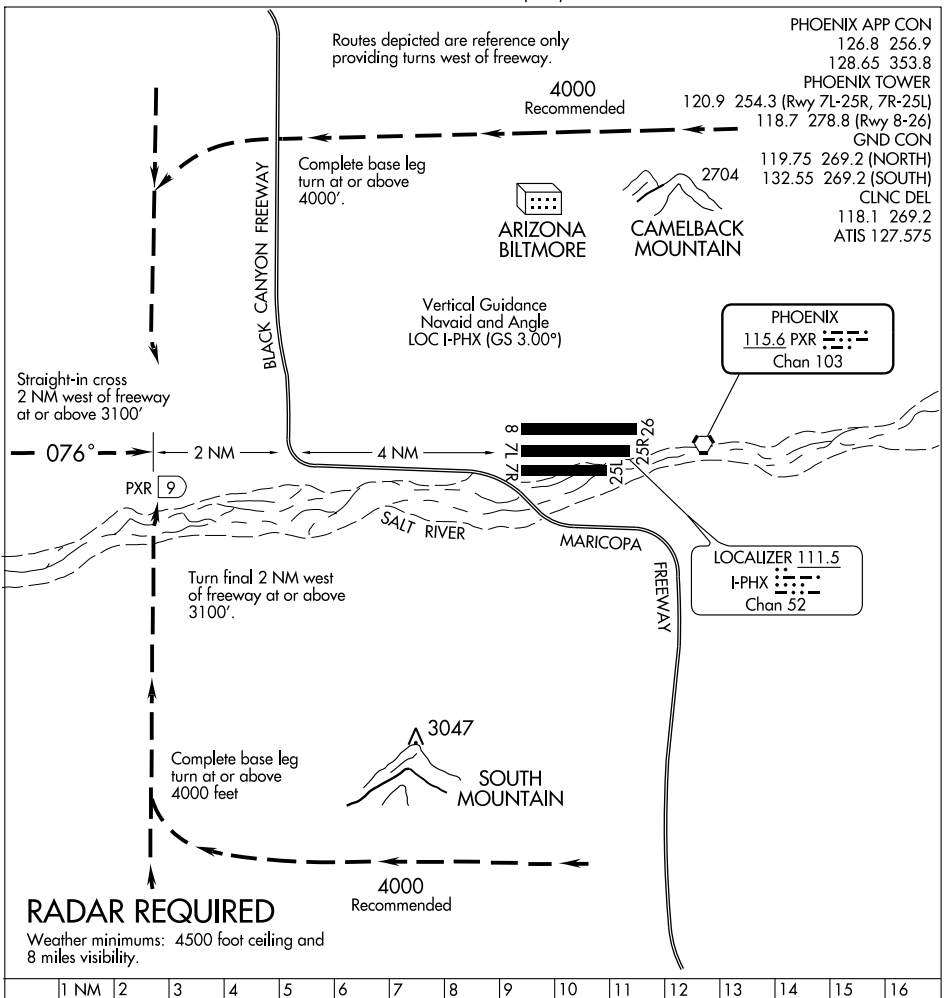
EAGUL THREE ARRIVAL (RNAV)



FREEWAY VISUAL RWY 7L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

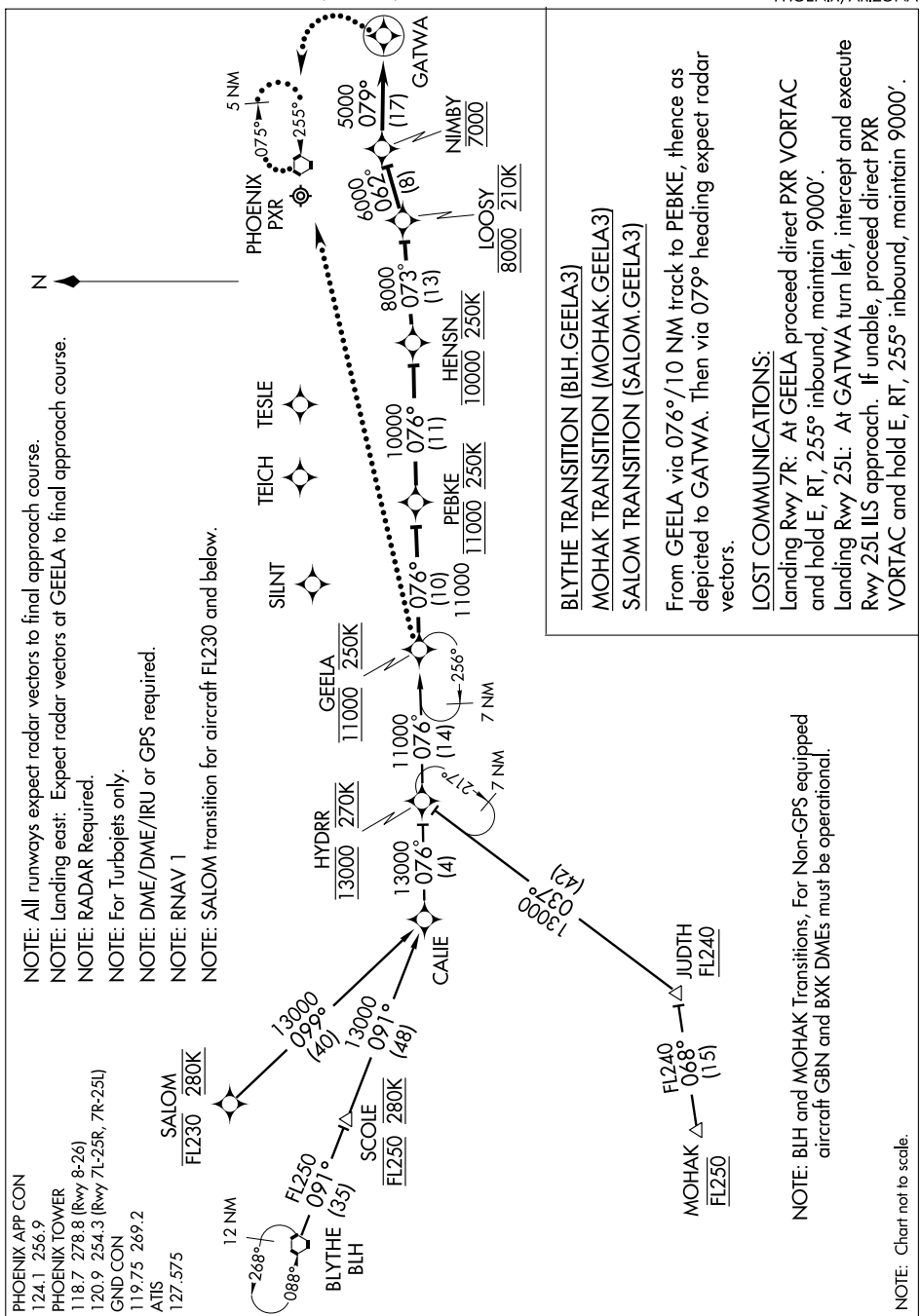


FREEWAY VISUAL RWY 7L

When visual approaches to Runway 7L are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A FREEWAY VISUAL RUNWAY 7L APPROACH."

GEELA THREE ARRIVAL (RNAV)



LOC/DME I-PHX 111.5 Chan 52	APP CRS 078°	Rwy Idg 10300 TDZE 1116 Apt Elev 1135
---	------------------------	--

ILS or LOC RWY 7L

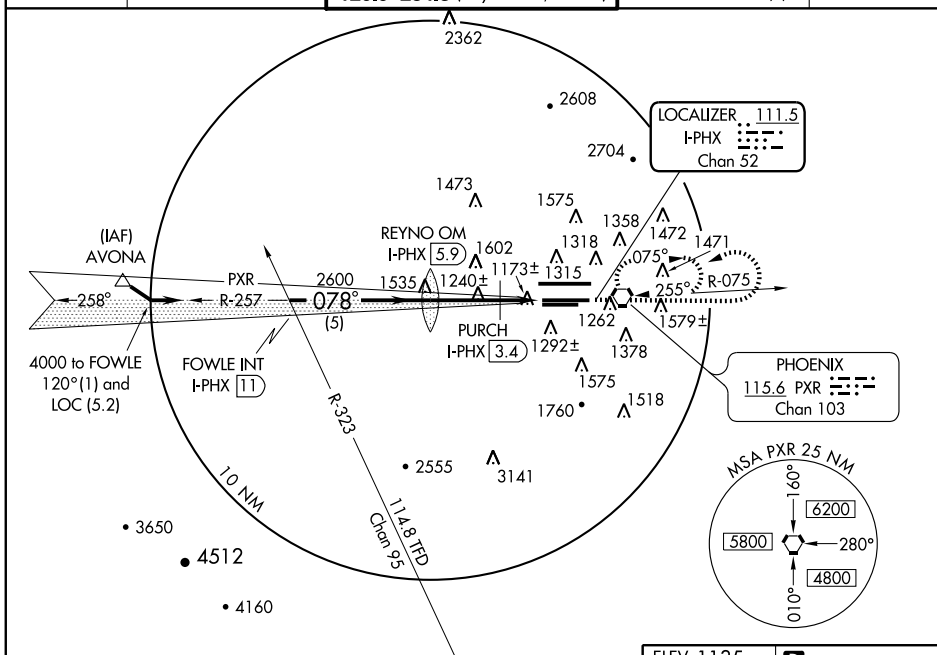
PHOENIX SKY HARBOR INTL (PHX)

T	Inoperative table does not apply to S-ILS 7L.
A	For inoperative MALSR, increase S-LOC 7L Cat A/B visibilities to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 then left turn direct
PXR VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
------------------------	--	---	---	--------------------------------



Procedure	VGSI and ILS glidepath not coincident.
-----------	--

Turn NA

FOWLE INT
I-PHX 11

REYNO OM
I-PHX 5.9

4000

078°

2445

2600

GS 3.00°
TCH 50


PURCH
I-PHX 3.4

I-PHX 1.9

*1620

*LOC only

Use I-PHX DME when on localizer course.

								
CATEGORY	A		B		C		D	
S-ILS 7L	1321/40				205 (200-¾)			
S-LOC 7L	1620/40		504 (500-¾)		1620/50		504 (500-1)	
CIRCLING	1740-1		605 (700-1)		1740-1¾ 605 (700-1¾)		1920-2½ 785 (800-2½)	

PURCH DME MINIMUMS

S-LOC 7L	1520/40 404 (400-¾)		
CIRCLING	1740-1 605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

ELEV 1135

D

Diagram illustrating the HIRL (High Intensity Runway Lighting) system for Runways 8-26, 7L-25R, and 7R-25L. The diagram shows the runway layout, including the Runway End Identifier Lights (REIL) for Runway 26. Key frequencies and distances are marked:

- 1266 (Frequency)
- 1150 ± (Frequency)
- 1116 (Frequency)
- 1123 (Frequency)
- 11489 X 150 (Distance)
- 10,300 X 150 (Distance)
- 7800 X 150 (Distance)
- 1428 (Frequency)
- 1313 (Frequency)
- 078° 4 NM from FAF (Direction and Distance from Final Approach Fix)
- TDZE (Threshold Crossing Height)
- REIL Rwy 26 (Runway End Identifier Lights for Runway 26)
- 7L-25R (Runway 7 Left - 25 Right)
- 7R-25L (Runway 7 Right - 25 Left)
- HIRL Rwy 8-26, 7L-25R and 7R-25L (High Intensity Runway Lighting for Runways 8-26, 7L-25R, and 7R-25L)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

▼

Inoperative table does not apply to S-ILS 7R.

▲

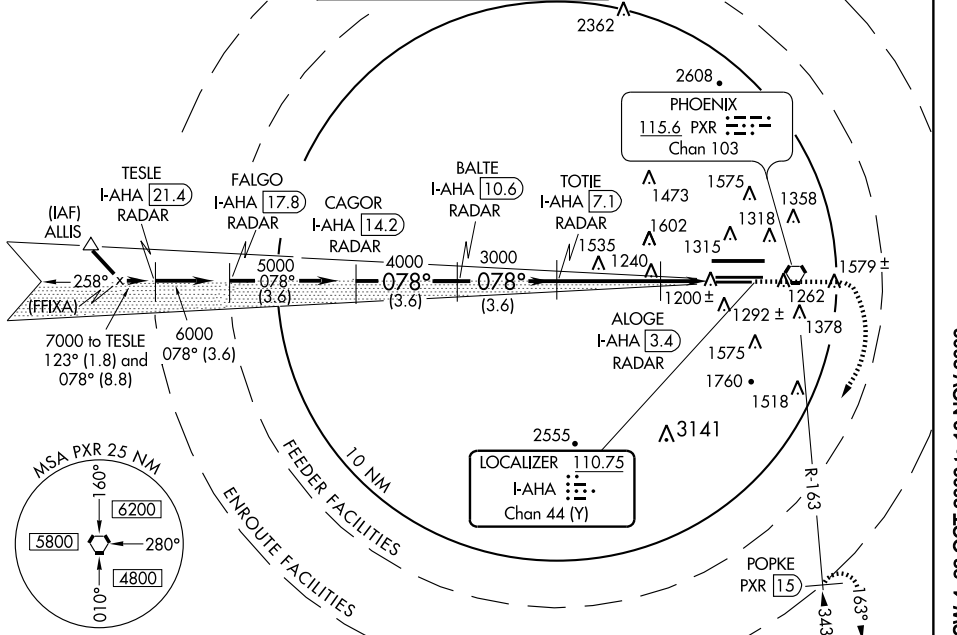
For inoperative MALS, increase S-LOC 7R Cat A/B visibility to 1 mile.

Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 via heading 250° and PXR R-163 to POPKE/15 DME and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135 **D**

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

DME or RADAR REQUIRED
RADAR REQUIRED for simultaneous approaches.

VGSI and ILS glidepath not coincident.

Procedure Turn NA	CAGOR I-AHA 14.2 RADAR	BALTE I-AHA 10.6 RADAR	TOTIE I-AHA 7.1 RADAR	ALOE I-AHA 3.4 RADAR	I-AHA 1.4	PXR R-163 115.6	POPKE PXR 15
Use I-AHA DME when on LOC course.	5000	4000	3000	1800	1600		
CATEGORY	A	B	C	D			
S-ILS 7R	1363-3/4 247 (300-3/4)						
S-LOC 7R	1520-3/4 404 (400-3/4)						
CIRCLING	1740-1 605 (700-1)			1740-1 3/4 605 (700-1 3/4)		1920-2 1/2 785 (800-2 1/2)	

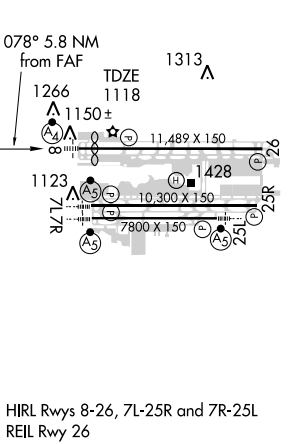
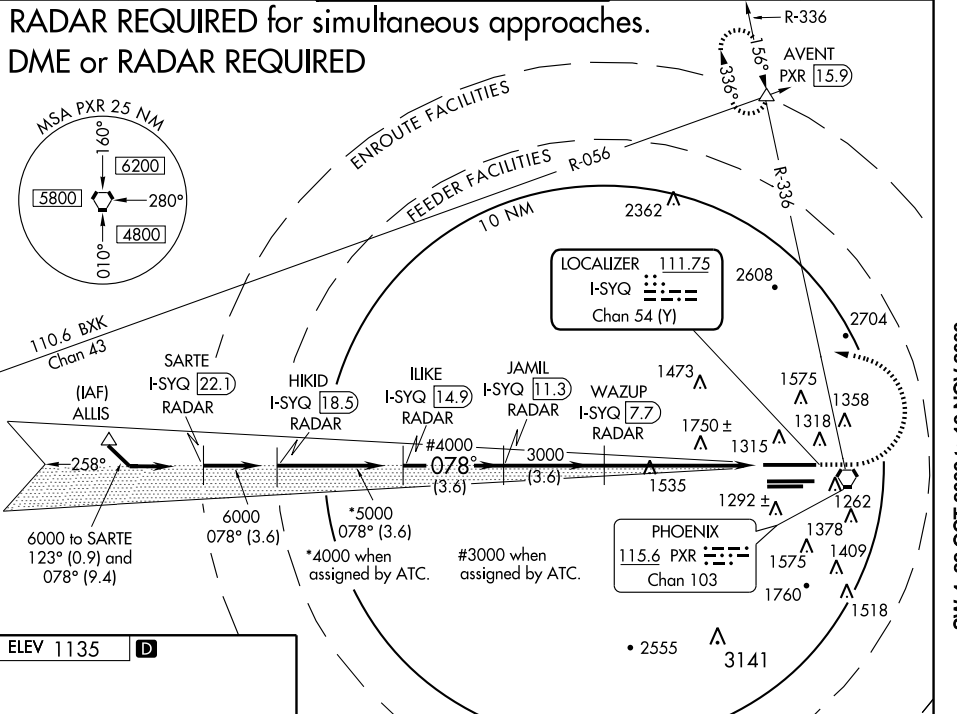
SW-4. 22 OCT 2009 to 19 NOV 2009

▼
▲

MALSF

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 via heading 280° and PXR R-336 to AVENT/INT 15.9 DME and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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Procedure Turn NA

ILIKE I-SYQ 14.9
RADAR

JAMIL I-SYQ 11.3
RADAR

WAZUP I-SYQ 7.7
RADAR

Use I-SYQ DME when on LOC course

I-SYQ 1.9

3000
5000
PXR R-336 115.6
AVENT

4000 when assigned by ATC
3000 when assigned by ATC

078°
#4000
3000

VGSI and ILS glidepath not coincident.

3.6 NM
3.6 NM
5.7 NM

GS 3.00°
TCH 55

CATEGORY	A	B	C	D
S-ILS 8	1368-1 250 (300-1)			
S-LOC 8	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

SW-4, 22 OCT 2009 to 19 NOV 2009

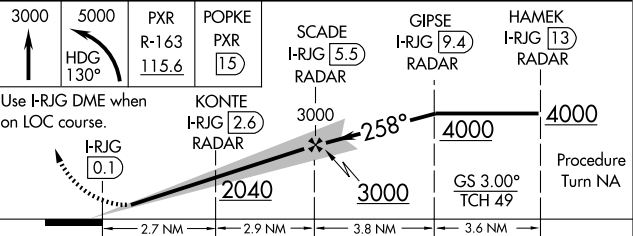
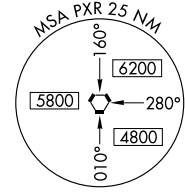
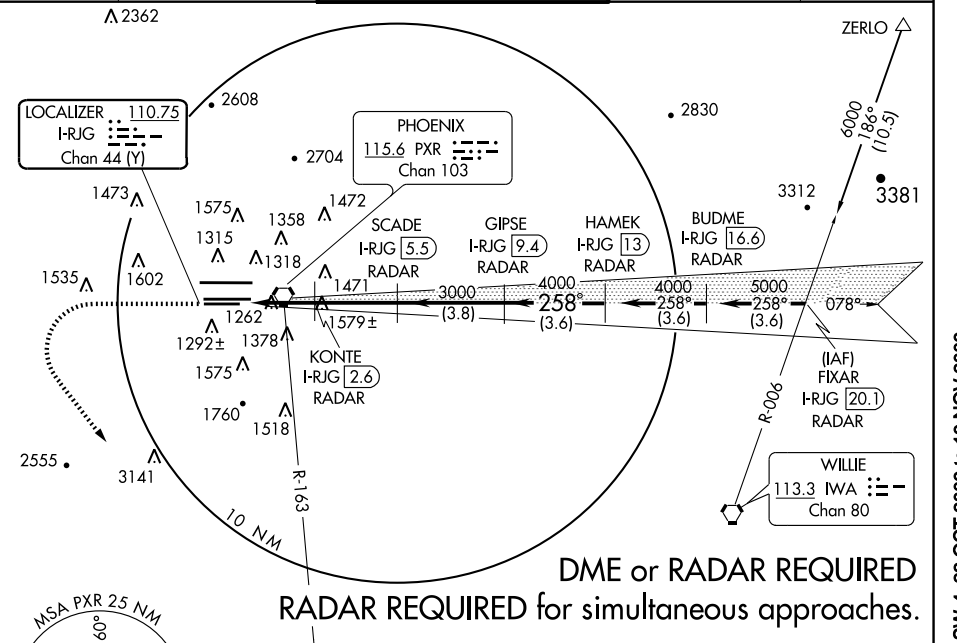
Autopilot coupled approach NA below 1925 feet.

MALSR

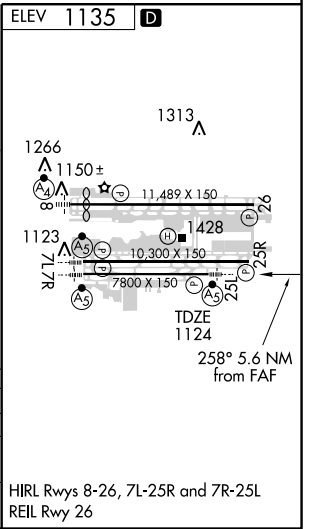
MISSED APPROACH:

Climb to 3000, then climbing left turn to 5000 way heading 130° and PXR R-163 to POPKE/15 DME and hold.

<div>ATIS</div> <div>127.575</div>	<div>PHOENIX APP CON</div> <div>128.65 353.8</div>	<div>PHOENIX TOWER</div> <div>118.7 278.8 (Rwy 8-26)</div> <div>120.9 254.3 (Rwy 7L-25R, 7R-25L)</div>	<div>GND CON</div> <div>119.75 269.2 (N)</div> <div>132.55 269.2 (S)</div>	<div>CLNC DEL</div> <div>118.1 269.2</div>
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CATEGORY	A	B	C	D
S-ILS 25L	1324-½ 200 (200-½)			
S-LOC 25L	1520-½ 396 (400-½)		1520-¾ 396 (400-¾)	
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)



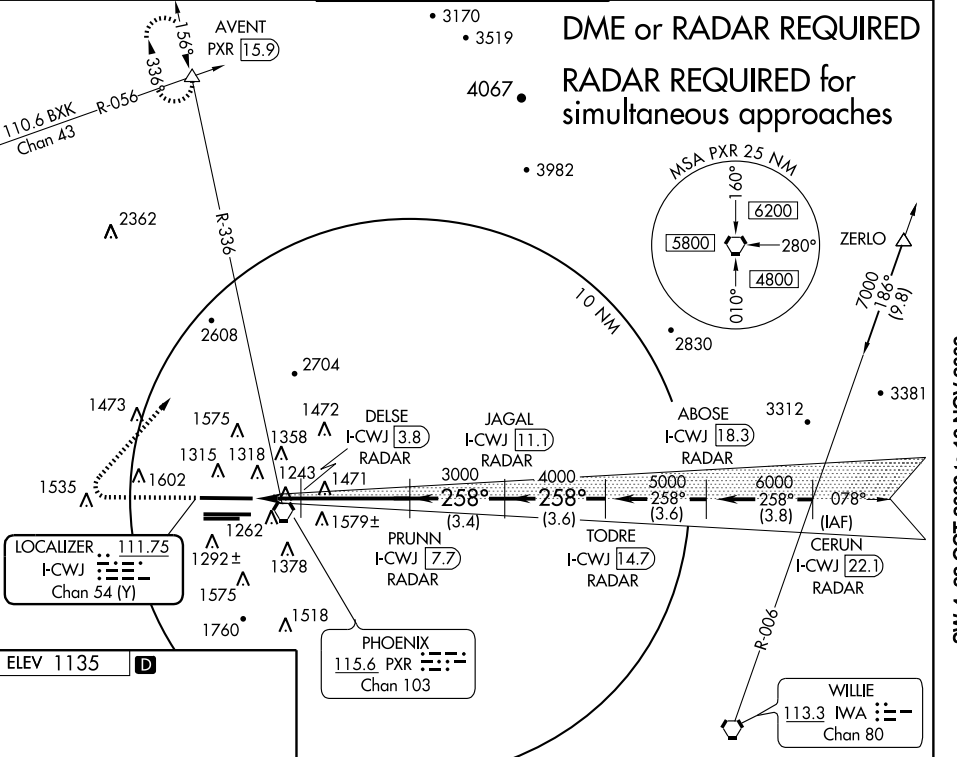
LOC/DME I-CWJ	APP CRS	Rwy Idg	11489
111.75	258°	TDZE	1135
Chan 54 (Y)		Apt Elev	1135

T

A

MISSED APPROACH: Climb to 2500, then climbing right turn to 5000 via heading 030° and PXR R-336 to AVENT INT/15.9 DME and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26)	119.75 269.2 (N)	118.1 269.2
		120.9 254.3 (Rwy 7L-25R, 7R-25L)	132.55 269.2 (S)	



1266
1150±
1123
7L-25R

1313
258° 5.6 NM
from FAF
TDZE
1135

11489 X 150
10,300 X 150
7800 X 150

2500
5000
PXR
R-336
115.6
AVENT
△

Use I-CWJ DME when on LOC course.

DELSE
I-CWJ [3.8]
RADAR
I-CWJ [2.1]

3000
JAGAL
I-CWJ [11.1]
RADAR

3000
ABOSE
I-CWJ [18.3]
RADAR

5000
TODRE
I-CWJ [14.7]
RADAR

5000
CERUN
I-CWJ [22.1]
RADAR

WILLIE
113.3 IWA
Chan 80

1740
1740-1
605 (700-1)

3000
3000
3000
3000

258°
258°
258°
258°

4000
4000
4000
4000

5000
5000
5000
5000

Procedure Turn NA
GS 3.00°
TCH 51

CATEGORY	A	B	C	D
S-ILS 26	1386-¾ 251 (300-¾)			
S-LOC 26	1580-1 445 (500-1)		1580-1¼ 445 (500-1¼)	1580-1½ 445 (500-1½)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)

HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

FAF to MAP 5.6 NM

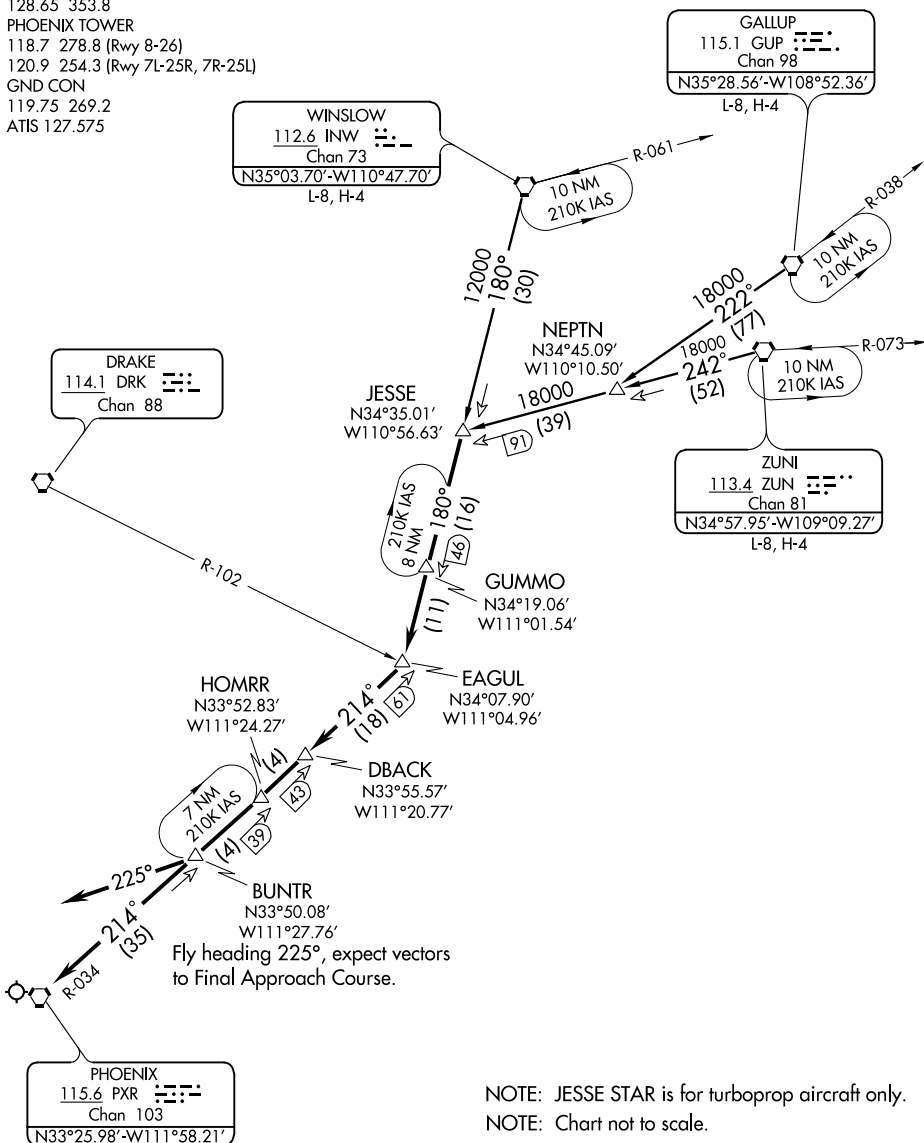
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-4, 22 OCT 2009 to 19 NOV 2009

JESSE ONE ARRIVAL

PHOENIX SKY HARBOR INTL
PHOENIX, ARIZONA

ATIS 127.575



(NARRATIVE ON FOLLOWING PAGE)

SW-4. 22 OCT 2009 to 19 NOV 2009

JESSE ONE ARRIVAL

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.JESSE1): From over GUP VORTAC via GUP R-222 and ZUN R-242 to JESSE INT. Thence. . . .

WINSLOW TRANSITION (INW.JESSE1): From over INW VORTAC via INW R-180 to JESSE INT. Thence. . . .

ZUNI TRANSITION (ZUN.JESSE1): From over ZUN VORTAC via ZUN R-242 to JESSE INT. Thence. . . .

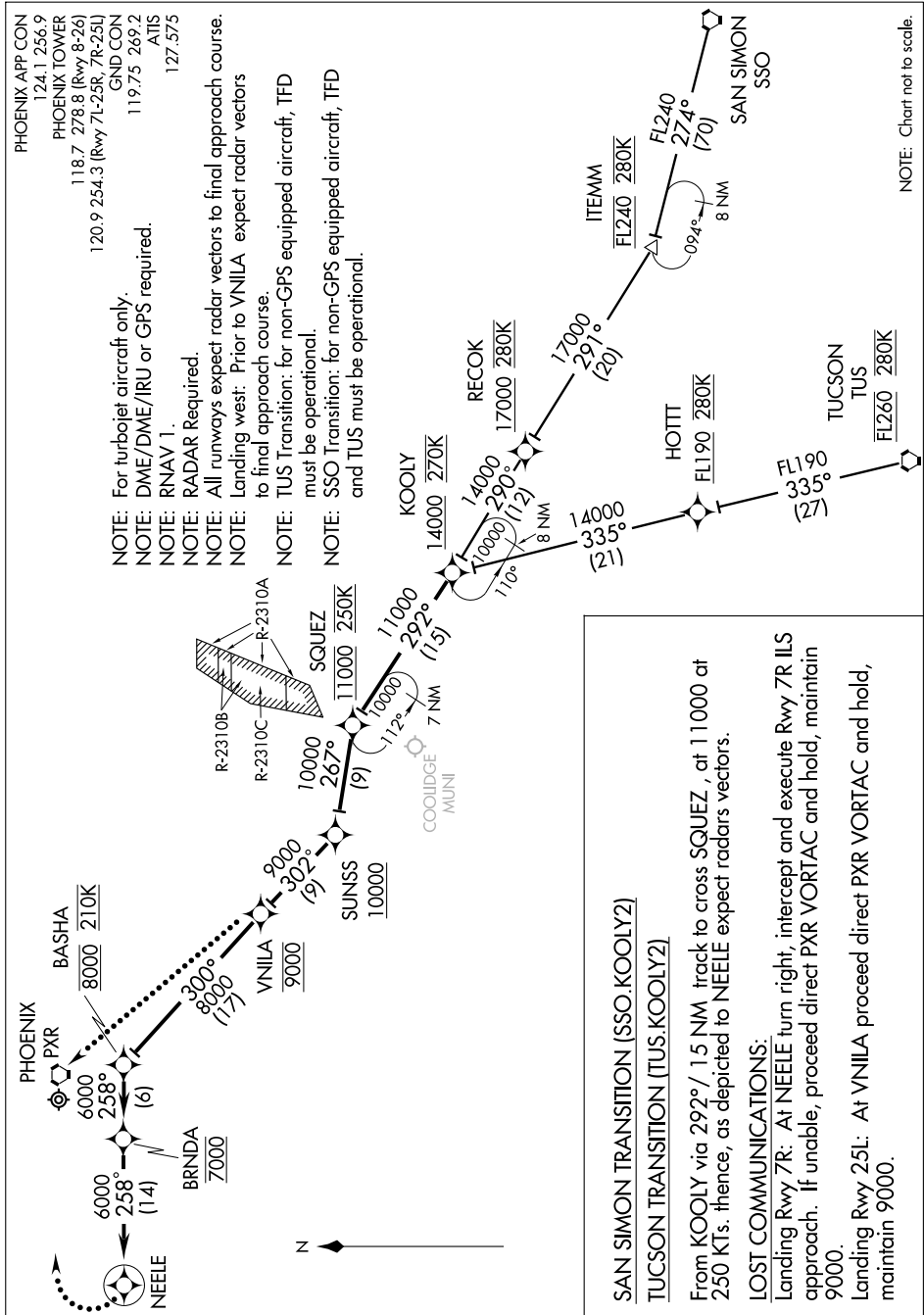
. . . .From over JESSE INT via INW R-180 to EAGUL INT, then via PXR R-034 to PXR VORTAC.

LOST COMMUNICATIONS:

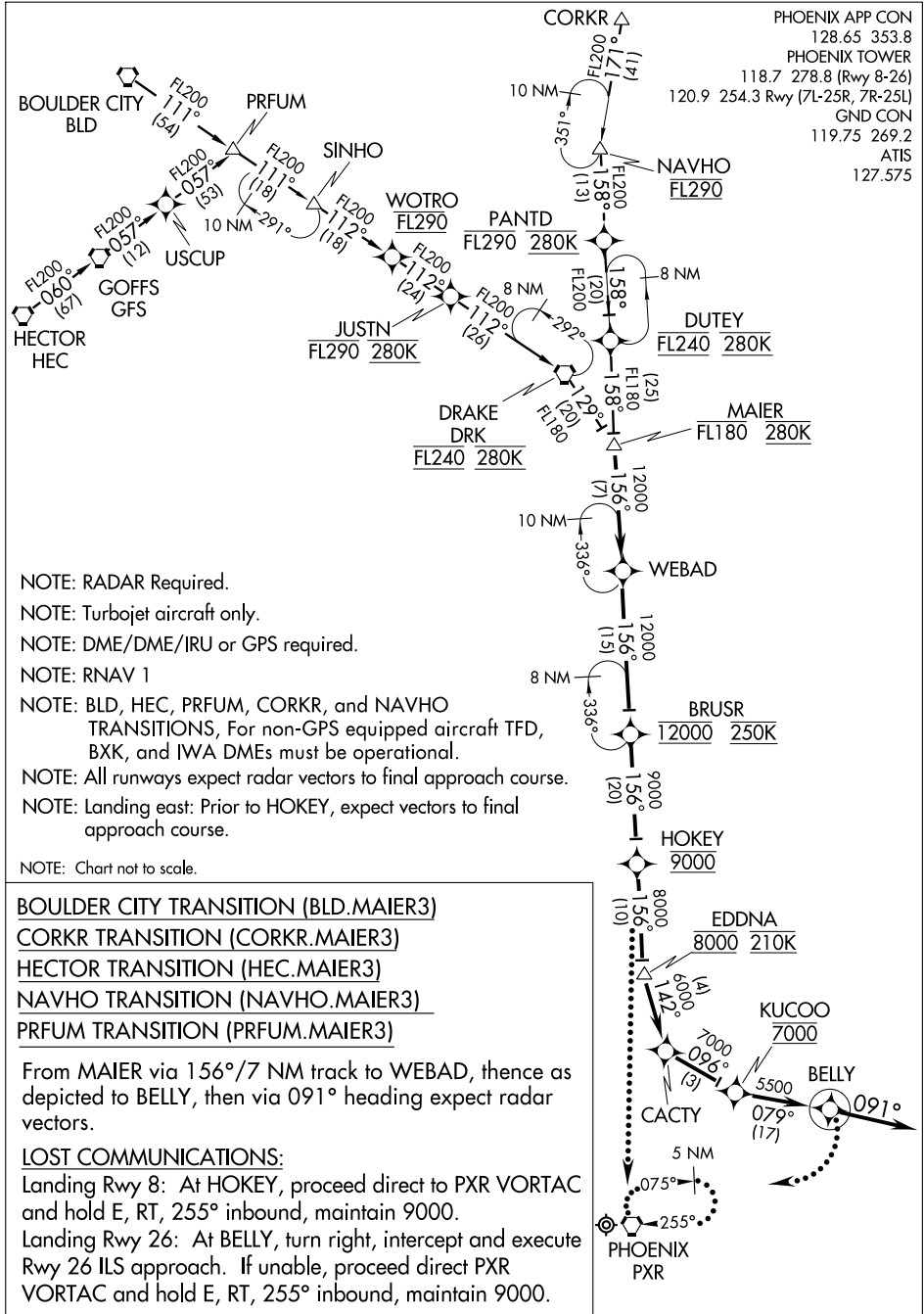
After DBACK INT, proceed direct to PXR VORTAC.

KOOLY TWO ARRIVAL (RNAV) ST-322 (FAA)

PHOENIX, ARIZONA



MAIER THREE ARRIVAL (RNAV)



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with a minimum climb of 350' per NM to 7000.

Rwy 25L/25R/26: Standard with a minimum climb of 350' per NM to 7000.

(NOTES CONTINUED ON FOLLOWING PAGE)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER

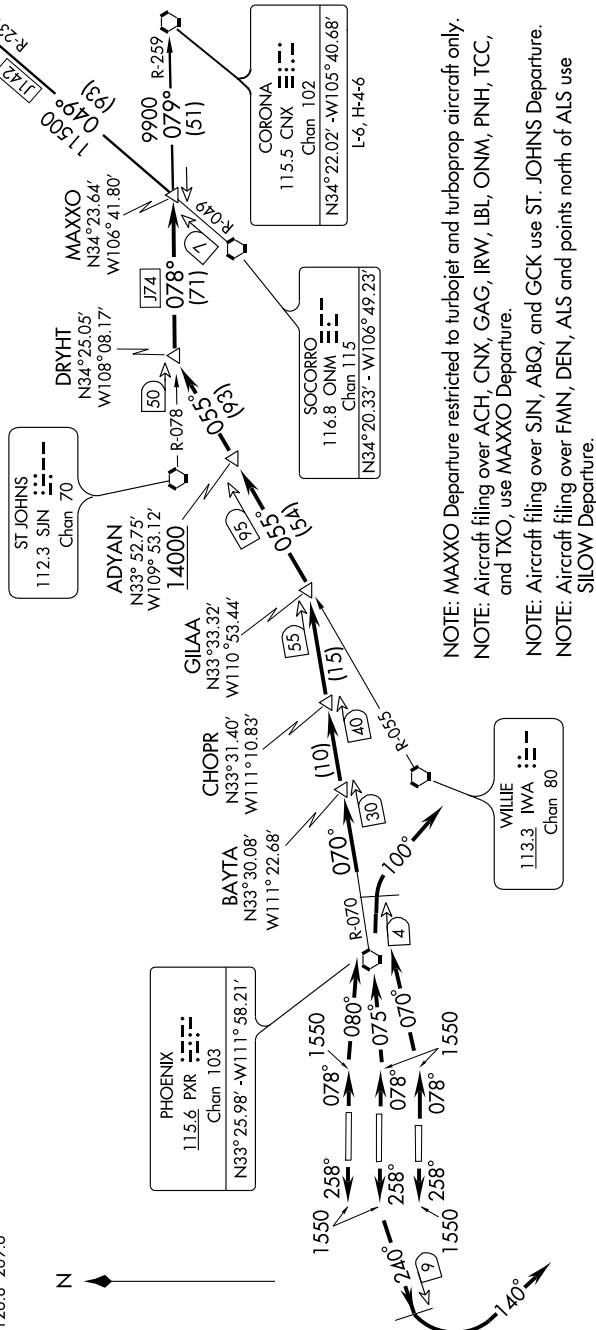
118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6

N



NOTE: MAXXO Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over ACH, CNX, GAG, IRW, IBL, ONM, PNH, TCC, and TXO, use MAXXO Departure.

NOTE: Aircraft filing over SIN, ABQ, and GCK use ST. JOHNS Departure.

NOTE: Aircraft filing over FMN, DEN, ALS and points north of ALS use SLOW Departure.

NOTE: RADAR and DME required.

NOTE: MRA CHOPR/PXR 40 DME 9100 to receive PXR.

NOTE: MRA GILAA/PXR 55 DME 14000 to receive PXR and IWA.

NOTE: MRA ADYAN/IWA 95 DME FL240 to receive IWA.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 140°. Thence. . .

. . . maintain 7000, expect radar vectors to PXR R-070 to GILAA/PXR 55 DME, then pilot nav via IWA R-055 to ADYAN/95 DME, cross ADYAN at or above 14000 and proceed via radar vector 055° to join SJN R-078/CNX R-259 to MAXXO/CNX 51 DME; then via (transition). Expect filed altitude 3 minutes after departure.

ANTON CHICO TRANSITION (MAXXO1.ACH): From over MAXXO INT via ONM R-049 and ACH R-231 to ACH VORTAC.

CORONA TRANSITION (MAXXO1.CNX): From over MAXXO INT via CNX R-259 to CNX VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1298' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 717' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3460' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3444' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 271' from departure end of runway, 5140' left of centerline, 91' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, tree 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' right of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

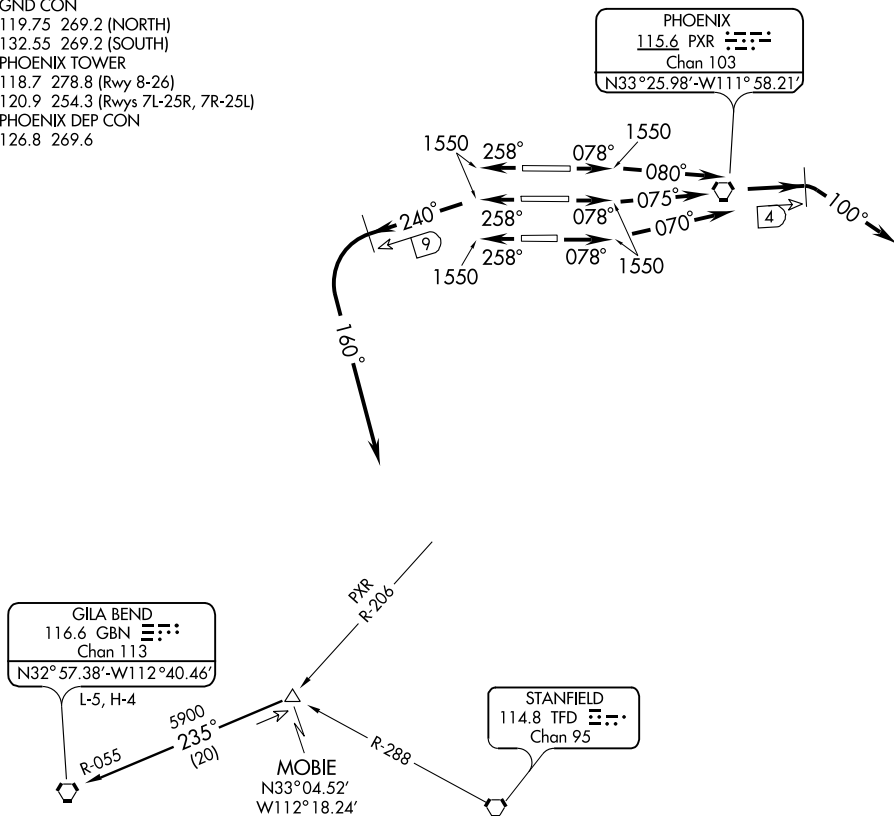
Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.27 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.23 NM from departure end of runway, 3631' right of centerline, 663' AGL/1750' MSL.

MOBIE TWO DEPARTURE

ATIS 127.575
 CLNC DEL
 118.1 269.2
 GND CON
 119.75 269.2 (NORTH)
 132.55 269.2 (SOUTH)
 PHOENIX TOWER
 118.7 278.8 (Rwy 8-26)
 120.9 254.3 (Rwys 7L-25R, 7R-25L)
 PHOENIX DEP CON
 126.8 269.6



TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: MOBIE DEPARTURE restricted to turbojet and turboprop aircraft only.

NOTE: DME and RADAR required.

(NOTES CONTINUED ON FOLLOWING PAGE)

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

MOBIE TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to MOBIE INTERSECTION thence via (transition).
Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

GILA BEND TRANSITION (MOBIE2.GBN): From over MOBIE INT via GBN R-055 to GBN VORTAC.

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' left of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

Rwy 26, light standard 74' from departure end of runway, 456' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.

Rwy 26, building, 2.32 NM from departure end of runway, 3309' right of centerline, 406' AGL/1496' MSL.

Rwy 26, building 2.28 NM from departure end of runway, 3612' right of centerline, 663' AGL/1750' MSL.

Rwy 26, tree 234' from departure end of runway, 214' right of centerline, 24' AGL/1133' MSL

POWER PLANT VISUAL RWY 25R

PHOENIX SKY HARBOR INTL (PHX)
PHOENIX, ARIZONA

PHOENIX APP CON

126.8 256.9

128.65 353.8

PHOENIX TOWER

120.9 254.3 (Rwy 7L-25R, 7R-25L)

118.7 278.8 (Rwy 8-26)

GND CON

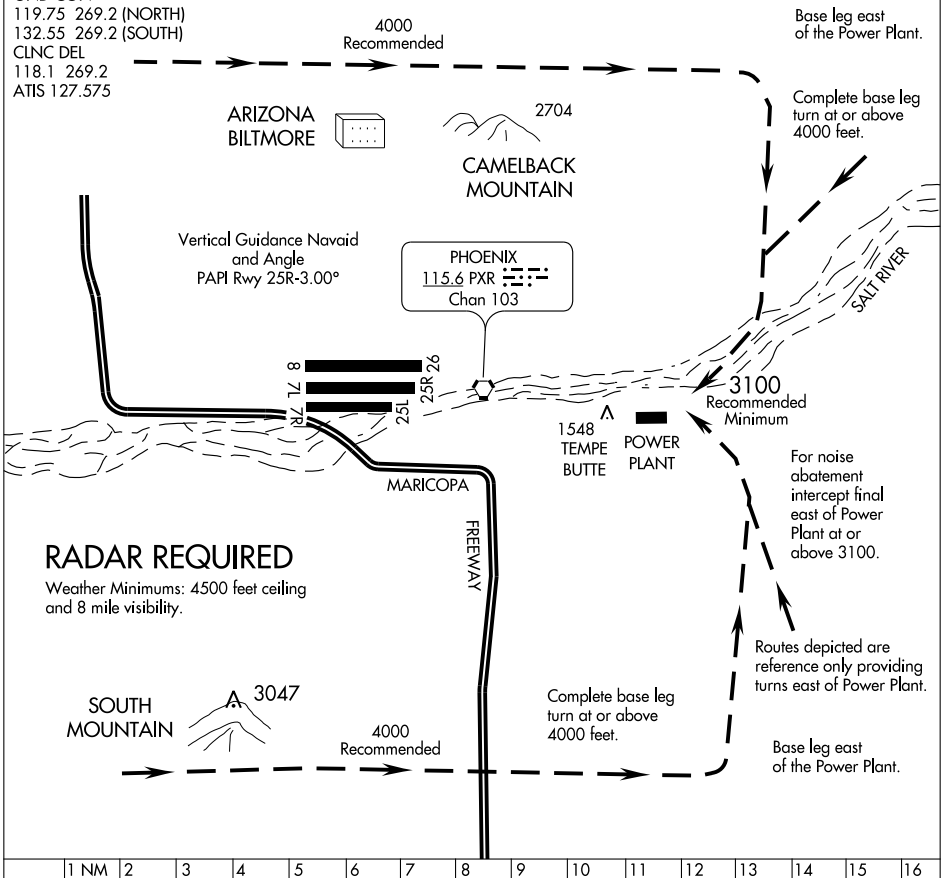
119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

CLNC DEL

118.1 269.2

ATIS 127.575



RADAR REQUIRED

Weather Minimums: 4500 feet ceiling and 8 mile visibility.

POWER PLANT VISUAL RWY 25R

When visual approaches to Runway 25R are in progress, clearances will be given utilizing in part the following phraseology:

"(IDENT) CLEARED FOR A POWER PLANT VISUAL RUNWAY 25R APPROACH"

RIMMM ONE DEPARTURE (RNAV)

ATIS 127.575

CLNC DEL

118.1 269.2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

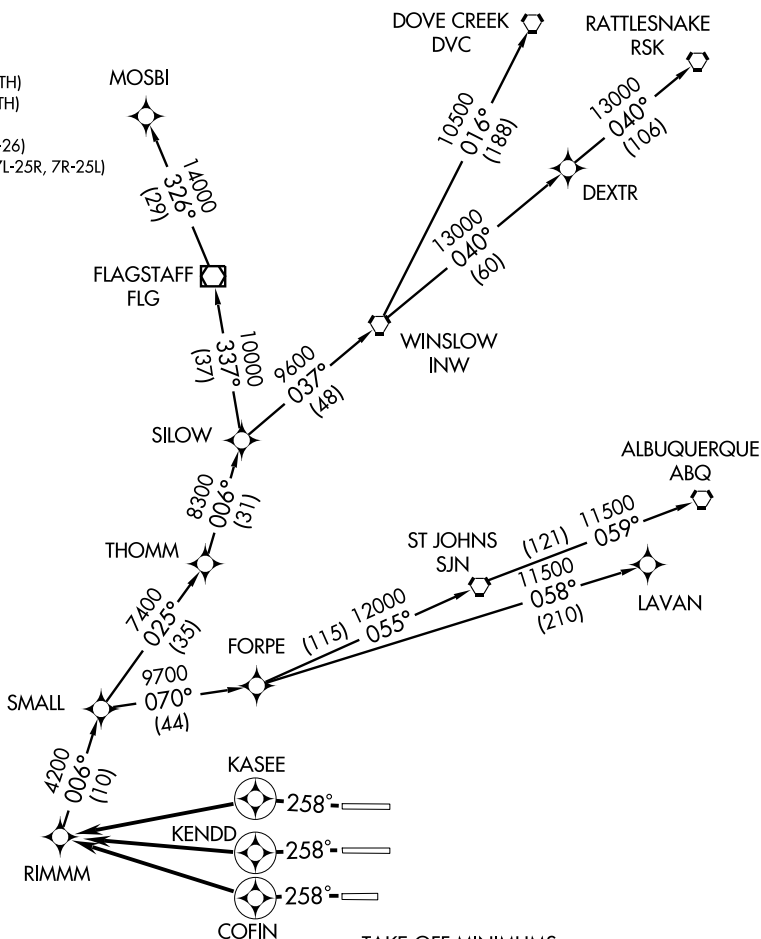
PHOENIX TOWER

118.7 278.8 (Rwy 8-26)

120.9 254.3 (Rwys 7L-25R, 7R-25L)

PHOENIX DEP CON

126.8 269.6



NOTE: 1. GPS required
 2. RNAV 1

NOTE: RIMMM Departure restricted to turbojet and turboprop aircraft only.

NOTE: Aircraft filing over CIM, FTI, or GCK file ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNG, GAG, TCC, BGD, IRW, TXO file DSERT or CHEZZ DP, DRYHT TRANSITION.

NOTE: LAVAN TRANSITION for ABQ arrivals only.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

RIMMM ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then turn right direct RIMMM WP. Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then turn left direct RIMMM WP. Thence....

....then via (transition). Maintain 7000, expect filed altitude within three minutes after departure.

ALBUQUERQUE TRANSITION (RIMMM1.ABQ)

DOVE CREEK TRANSITION (RIMMM1.DVC)

FLAGSTAFF TRANSITION (RIMMM1.FLG)

LAVAN TRANSITION (RIMMM1.LAVAN)

MOSBI TRANSITION (RIMMM1.MOSBI)

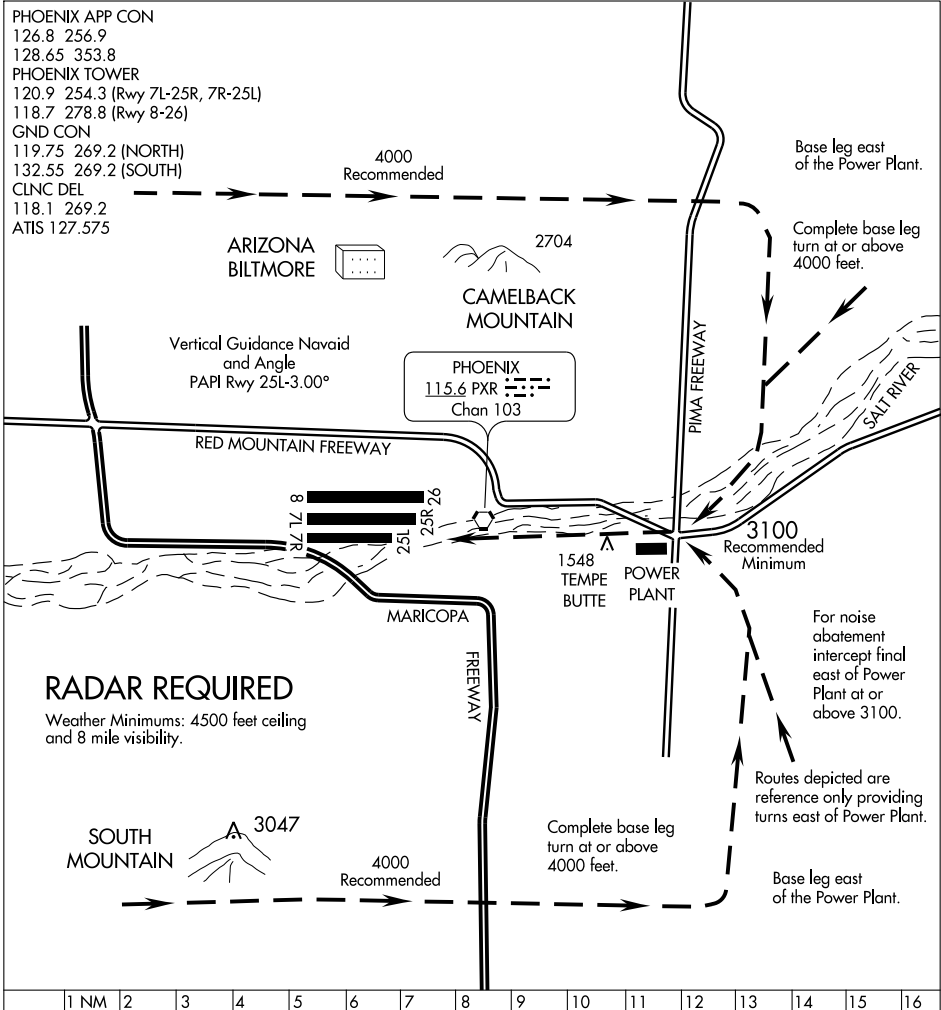
RATTLESNAKE TRANSITION (RIMMM1.RSK)

RIVER VISUAL RWY 25L

AL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA




RIVER VISUAL RWY 25L

When visual approaches to Runway 25L are in progress, clearances will be given utilizing in part the following phaseology:

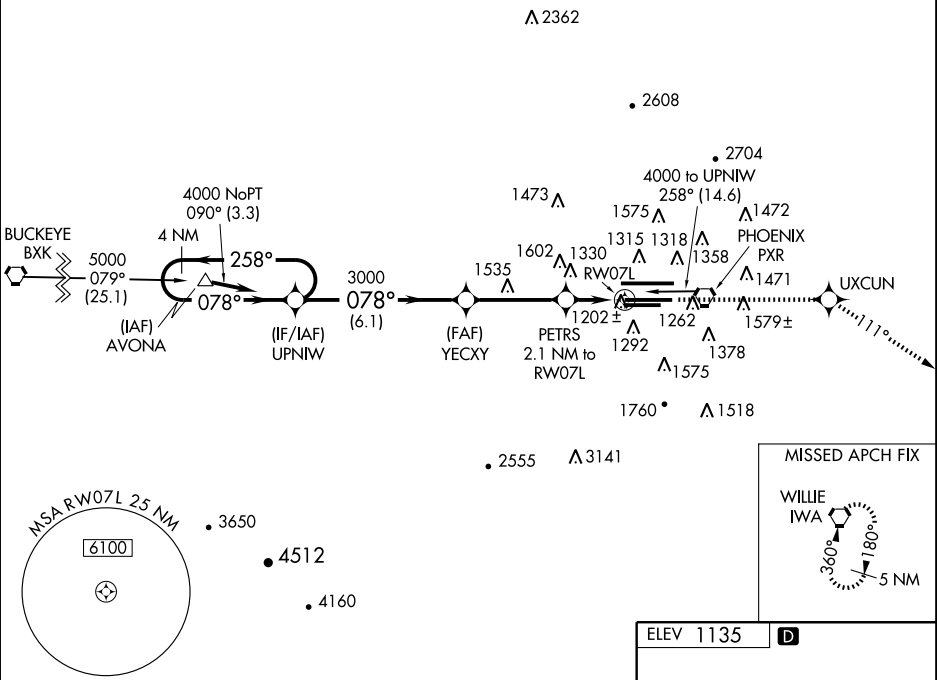
"(IDENT) CLEARED FOR A RIVER VISUAL RUNWAY 25L APPROACH"

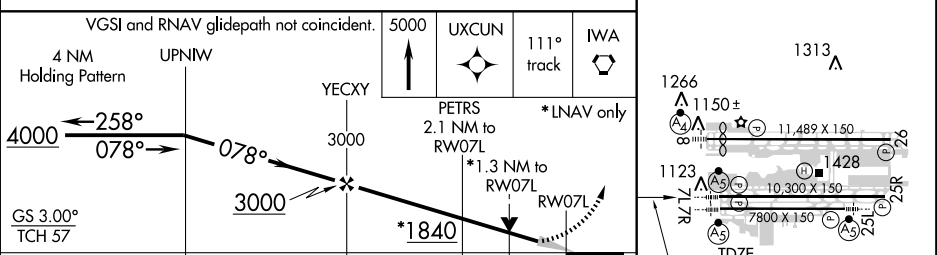
WAAS CH 65811 W07A	APP CRS 078°	Rwy Idg 10300 TDZE 1116 Apt Elev 1135
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RNAV (GPS) Y RWY 7L
PHOENIX SKY HARBOR INTL (PHX)

<p>▼ For inoperative MALS, increase LPV all Cats visibility to RVR 5000. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA.</p>	<p>MALS </p>	<p>MISSED APPROACH: Climb to 5000 direct UXCUN and via 111° track to IWA VORTAC and hold.</p>
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ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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VGSI and RNAV glidepath not coincident.				
				
CATEGORY	A	B	C	D
LPV DA	1389/24		273 (300-½)	
LNAV/VNAV DA	1519/50		403 (400-1)	
LNAV MDA	1580/24 464 (500-½)		1580/40 464 (500-¾)	1580/50 464 (500-1)
CIRCLING	1740-1 605 (700-1)		1740-1¾ 605 (700-1¾)	1920-2 ½ 785 (800-2½)

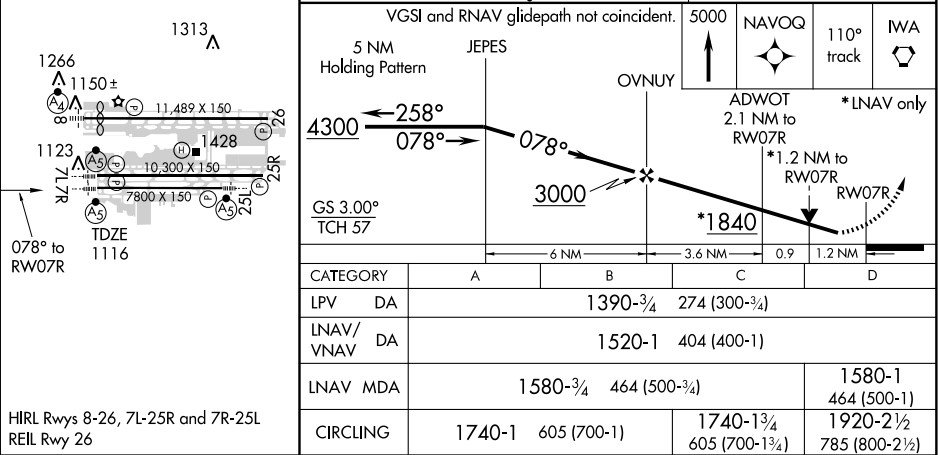
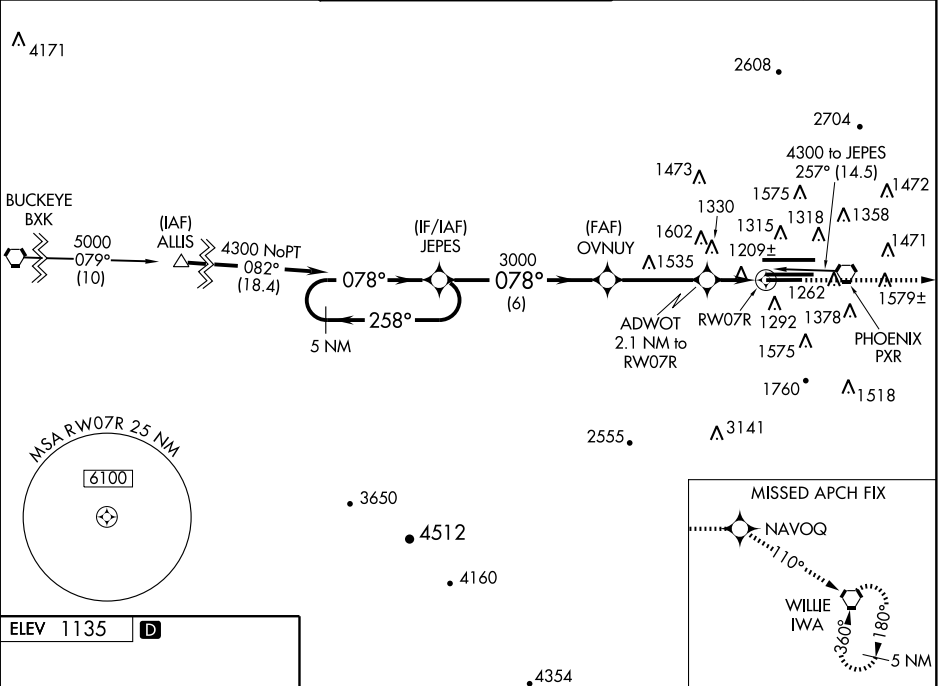
▼ For inoperative MALS, increase LNAV Cat A/B visibility to 1 mile.

▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH: Climb to 5000 direct NAVOQ and via 110° track to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2



WAAS CH 86611 W08A	APP CRS 078°	Rwy Idg TDZE 10591 Apt Elev 1118 1135
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RNAV (GPS) Y RWY 8
PHOENIX SKY HARBOR INTL (PHX)

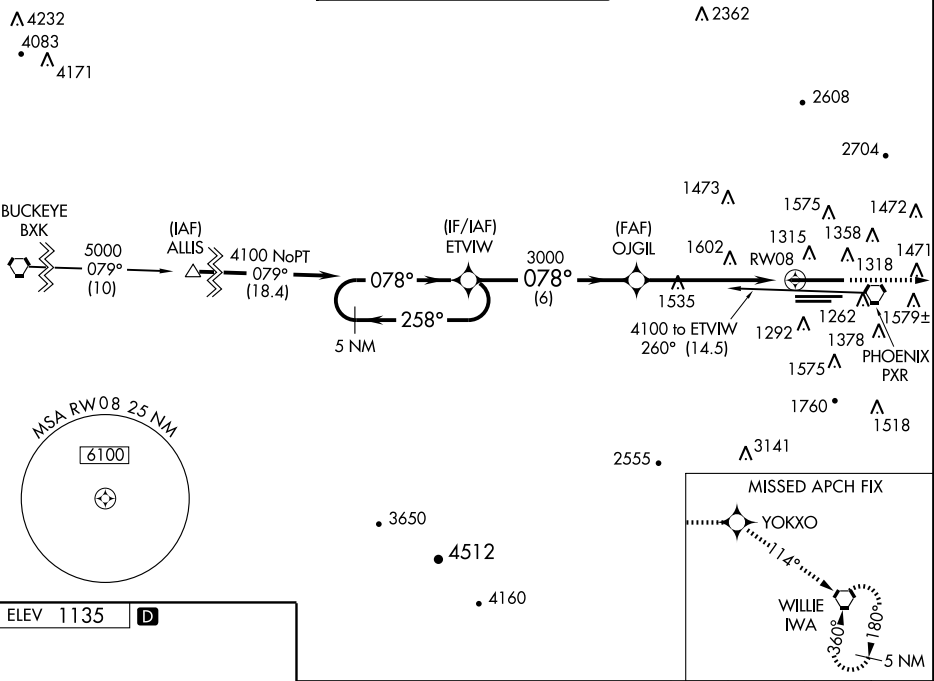
▼
▲

Inoperative table does not apply.
DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.

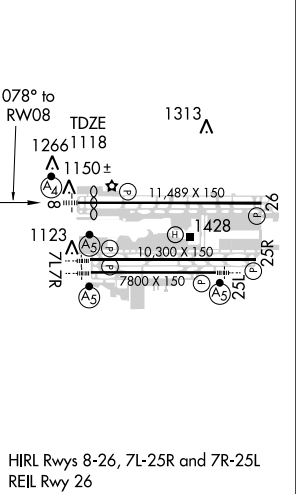
MALSF

MISSED APPROACH: Climb to 5000 direct YOKXO and via 114° track to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135	D
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VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern				
GS 3.00° TCH 54				
CATEGORY	A	B	C	D
LPV DA	1394-1 276 (300-1)			
LNAV MDA	1860-1 742 (800-1)	1860-1¼ 742 (800-1¼)	1860-2¼ 742 (800-2¼)	1860-2½ 742 (800-2½)
CIRCLING	1860-1 725 (800-1)	1860-1¼ 725 (800-1¼)	1860-2¼ 725 (800-2¼)	1920-2½ 785 (800-2½)

▼

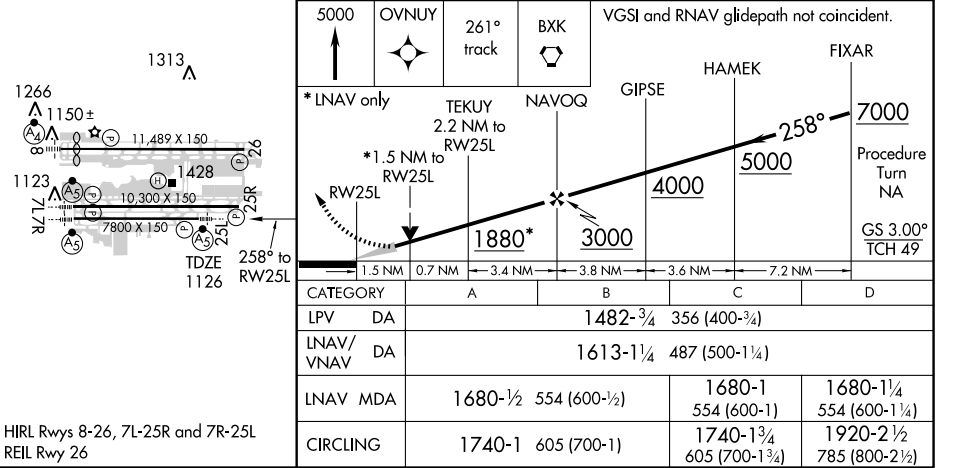
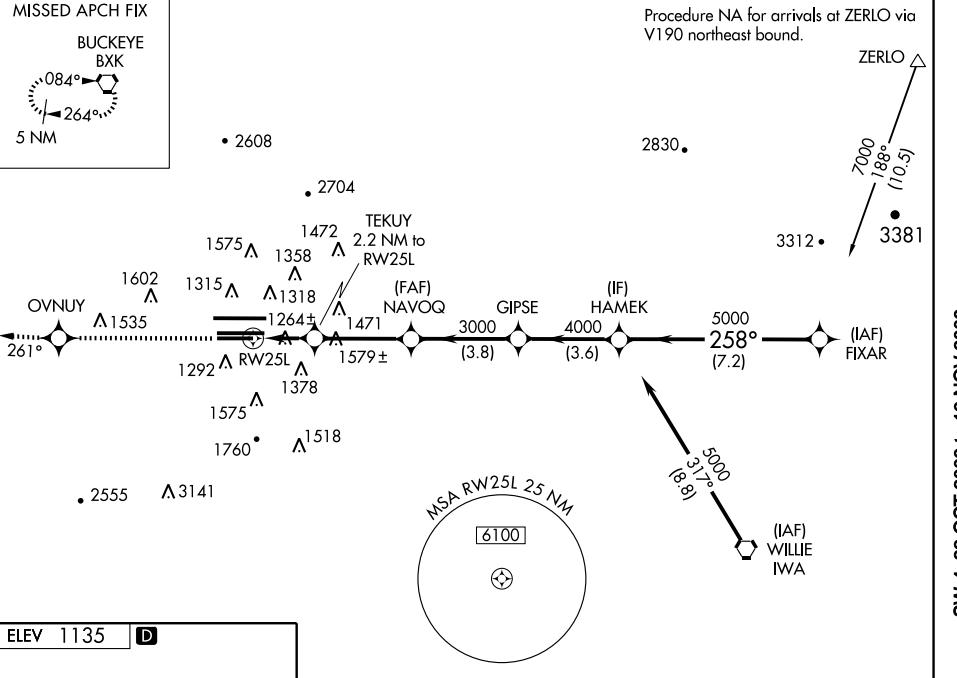
▲

For inoperative MALS/R, increase LPV all Cats visibility to 1¼.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MALS/R

MISSED APPROACH: Climb to 5000 direct OVNUI and via 261° track to BXX VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

RNAV (GPS) Y RWY 25R

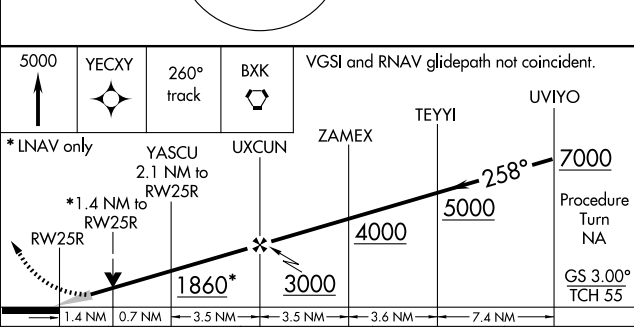
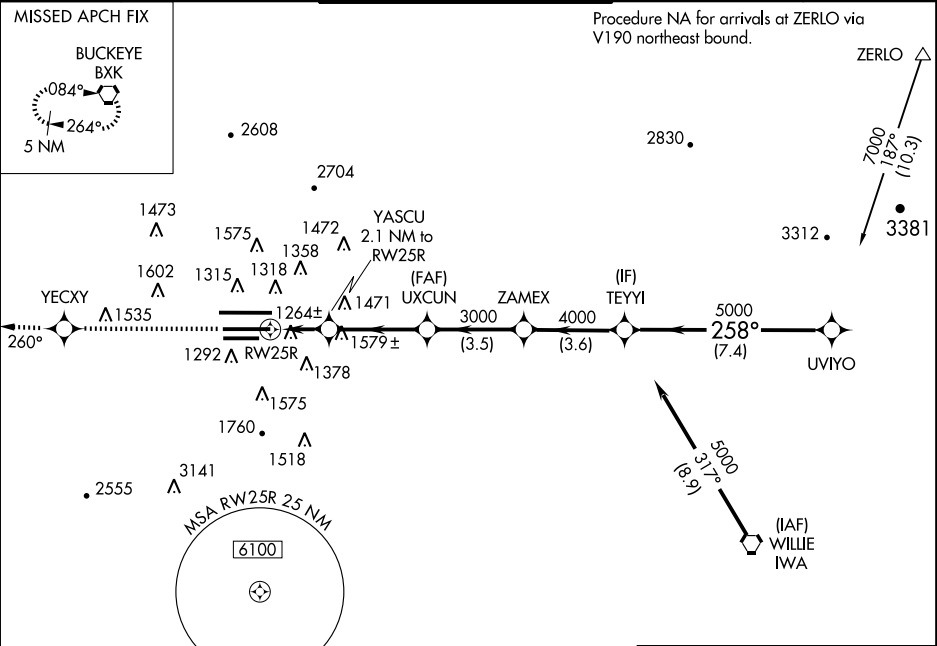
PHOENIX SKY HARBOR INTL (PHX)

WAAS CH 40022 W25A	APP CRS 258°	Rwy Idg 10300 TDZE 1134 Apt Elev 1135
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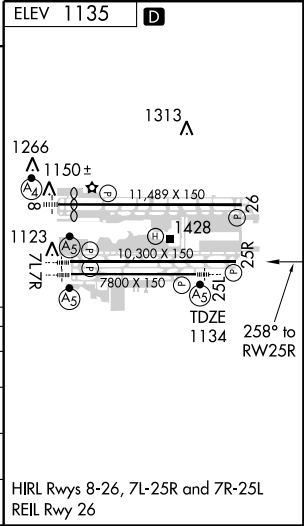
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
⚠ DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 5000 direct YECXY and via 260° track to BXK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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CATEGORY	A	B	C	D
LPV DA	1439-1 305 (400-1)			
LNAV/VNAV DA	1580-1½ 446 (500-1½)			
LNAV MDA	1640-1 506 (600-1)	1640-1½ 506 (600-1½)		
CIRCLING	1740-1 605 (700-1)	1740-1¾ 605 (700-1¾)	1920-2½ 785 (800-2½)	



APP CRS	Rwy Idg	10300
078°	TDZE	1116
	Apt Elev	1135

RNAV (RNP) Z RWY 7L

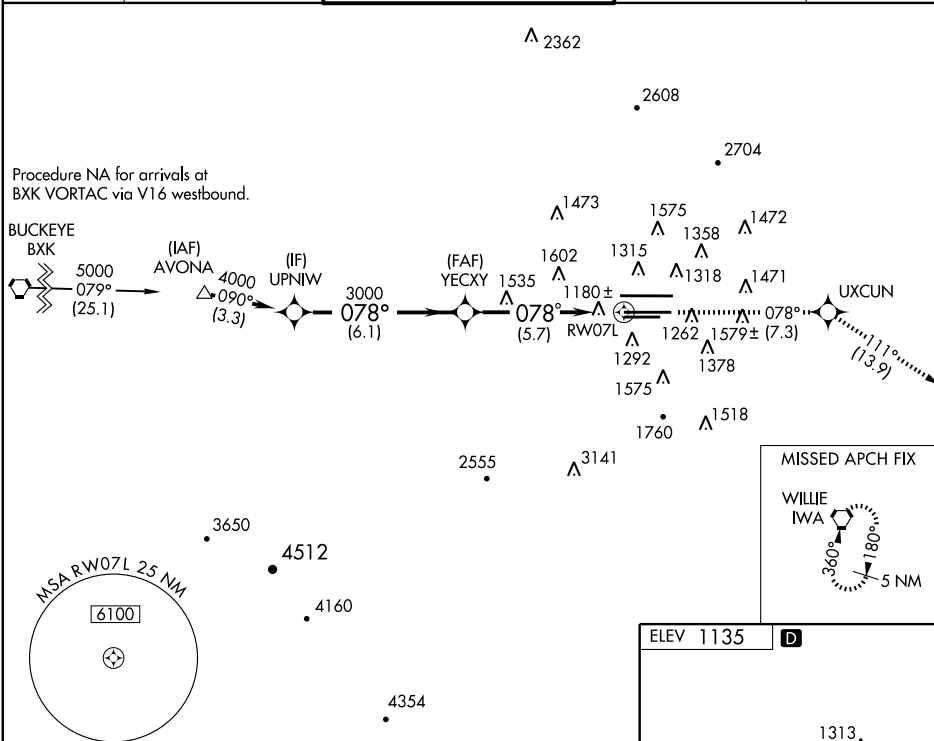
PHOENIX SKY HARBOR INTL (PHX)

V GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F). For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½ mile.

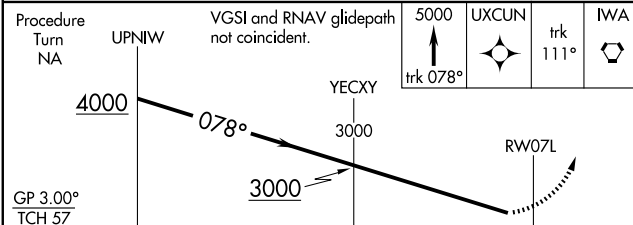


MISSED APPROACH: Climb to 5000 via track 078° to UXCUN and via track 111° to IWA VORTAC and hold.

ATIS	PHOENIX APP CON	PHOENIX TOWER	GND CON	CLNC DEL
127.575	128.65 353.8	118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	119.75 269.2 (N) 132.55 269.2 (S)	118.1 269.2

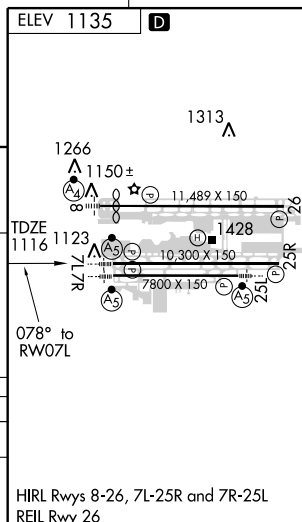


SW-4, 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
RNP 0.30 DA				

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 8-26, 7L-25R and 7R-25L
REIL Rwy 26

GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1½.

MALSR

MISSED APPROACH: Climb to 5000 via track 078° to NAVOQ and via track 110° to IWA VORTAC and hold.

ATIS
127.575

PHOENIX APP CON
128.65 353.8

PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwy 7L-25R, 7R-25L)

GND CON
119.75 269.2 (N)
132.55 269.2 (S)

CLNC DEL
118.1 269.2

4171

Procedure NA for arrivals at BUCKEYE (BKK) VORTAC via V461 westbound.

BUCKEYE BKK

5000 079° (10)

(IAF) ALLIS

4300 082° (18.4)

(IF) JEPES

3000 078° (6)

(FAF) OVNUY

1535 078° (5.7) RW07R

1473 1575 1602 1315 1318 1358 1472 1471 1262 1292 1575 1760 1518 1268 2704 2555 3141 3650 4512 4160 4354

MSA RW07R 25 NM

6200

ELEV 1135

078° to RW07R

1266 1150± 1182± 1152± 1123± 1169± 1170± 1169± 1165± 1161± 1138± TDZE 1116

1313 11489 X 150 10300 X 150 7800 X 150 25L 25R 26

MISSED APCH FIX

NAVOQ

WILLIE IWA

360° 180° 5 NM

JEPES

VGSI and RNAV glidepath not coincident.

5000

NAVQ

trk 078°

trk 110°

IWA

4300

078°

3000

3000

6 NM

5.7 NM

RW07R

Procedure Turn NA

GP 3.00°

TCH 57

CATEGORY	A	B	C	D
RNP 0.30 DA	1523-1 407 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 8-26, 7L-25R and 7R-25L

REIL Rwy 26

SW-4: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	10591
078°	TDZE	1118
	Apt Elev	1135

RNAV (RNP) Z RWY 8

PHOENIX SKY HARBOR INTL (PHX)

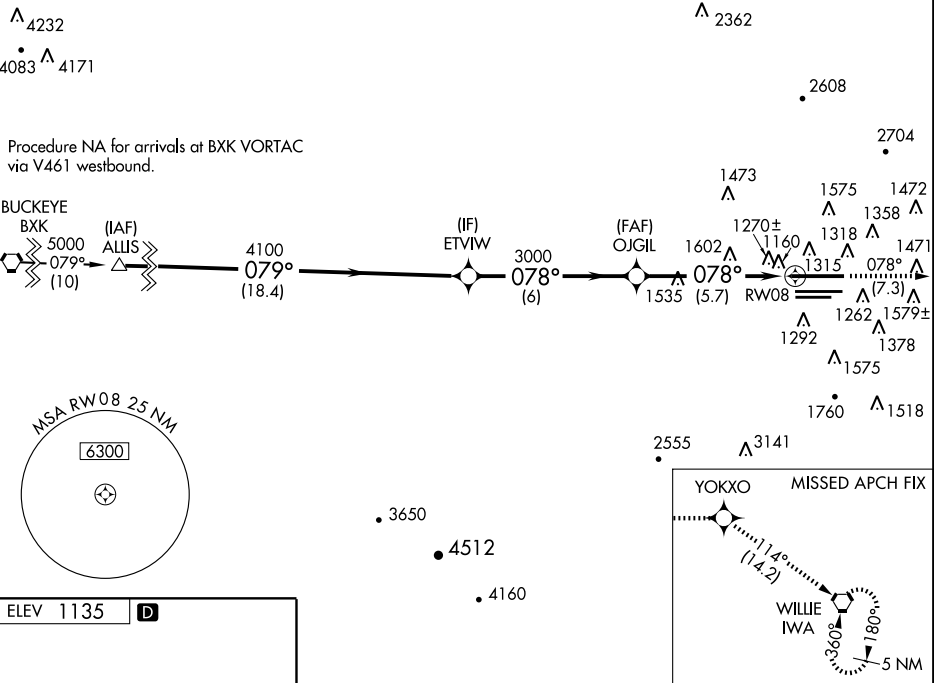
GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).
For inoperative MALSF, increase RNP 0.13 all Cats visibility to 1¼, and RNP 0.30 all Cats visibility to 1¾.

MALSF

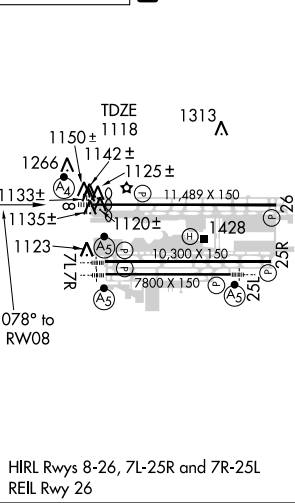


MISSED APPROACH: Climb to 5000 via track 078° to YOKXO and via track 114° to IWA VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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ELEV 1135



VGSI and RNAV glidepath not coincident.				
ALLIS				
5000				
GP 3.00°				
TCH 54				
Procedure Turn NA				
ETVIW				
OJGIL				
RW08				
18.4 NM				
6 NM				
5.7 NM				
CATEGORY	A	B	C	D
RNP 0.13 DA	1478-1 360 (400-1)			
RNP 0.30 DA	1603-1½ 485 (500-1½)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

APP CRS 258°	Rwy Idg 7800
	TDZE 1126
	Apt Elev 1135

RNAV (RNP) Z RWY 25L

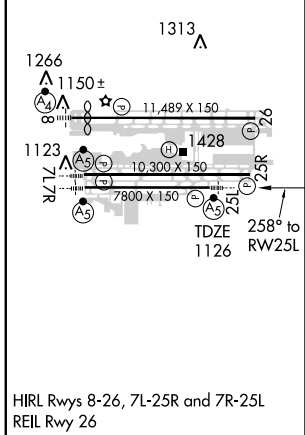
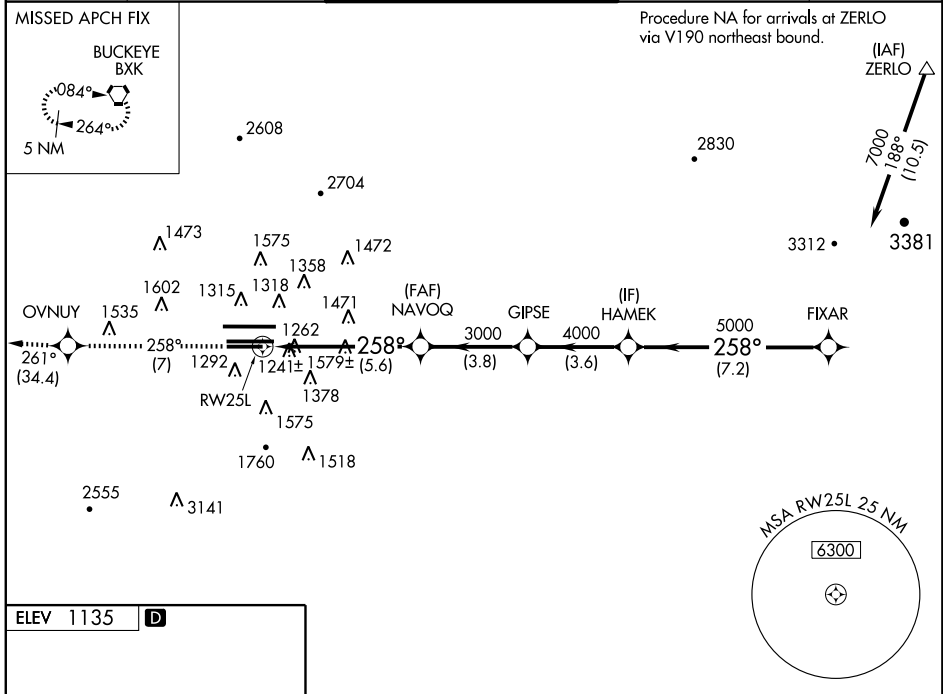
PHOENIX SKY HARBOR INTL (PHX)

⚠ For inoperative MALSR, increase RNP 0.11 all Cats visibility to 1¾, RNP 0.30 all Cats visibility to 2.
Visibility reduction by helicopters NA. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 46°C (116°F).

MALSR

MISSED APPROACH: Climb to 5000 via track 258° to OVNUY and via track 261° to BKK VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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5000
trk 258°

OVNUY

BKK

VGSI and RNAV glidepath not coincident.

FIXAR
7000
Procedure Turn NA
GP 3.00°
TCH 49°

RW25L

NAVQ

GIPSE

HAMEK

3000

4000

5000

258°

5.6 NM

3.8 NM

3.6 NM

7.2 NM

CATEGORY	A	B	C	D
RNP 0.11 DA		1617-1¼	491 (500-1¼)	
RNP 0.30 DA		1664-1½	538 (600-1½)	

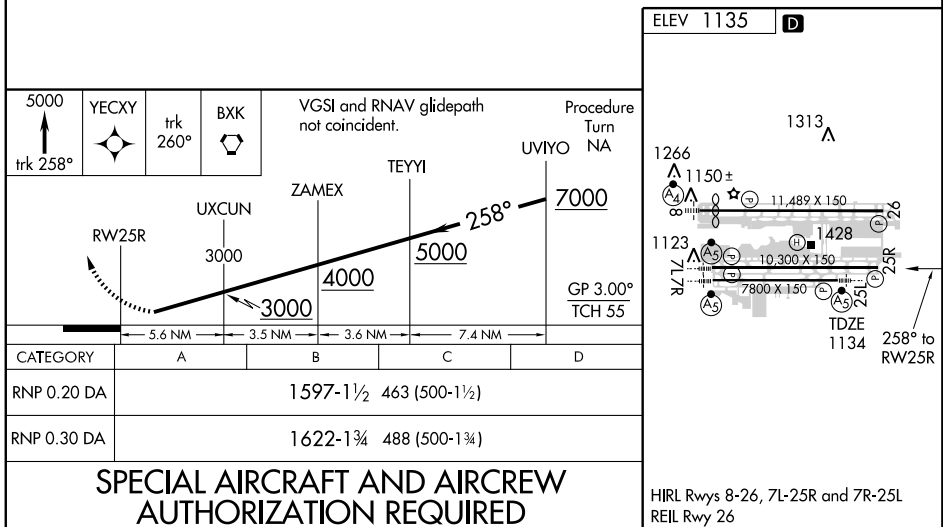
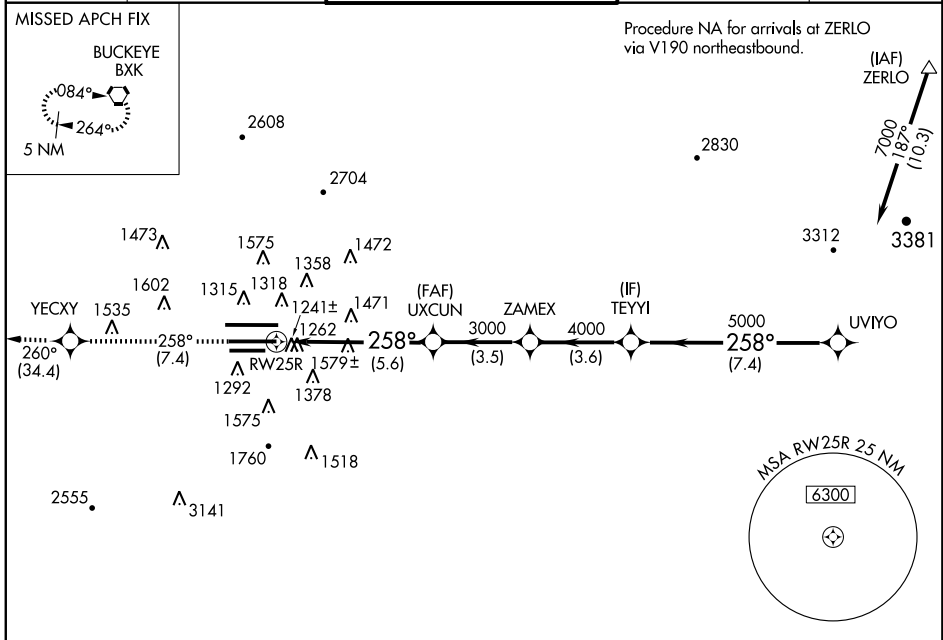
SPECIAL AIRCRAFT AND AIRCREW
AUTHORIZATION REQUIRED

▼

Visibility reduction by helicopters NA. GPS required.
For uncompensated Baro-VNAV systems, procedure NA below
1°C (34°F) or above 46°C (116°F).

MISSED APPROACH: Climb to 5000 via track 258° to
YECXY and via track 260° to BXX VORTAC and hold.

ATIS 127.575	PHOENIX APP CON 128.65 353.8	PHOENIX TOWER 118.7 278.8 (Rwy 8-26) 120.9 254.3 (Rwy 7L-25R, 7R-25L)	GND CON 119.75 269.2 (N) 132.55 269.2 (S)	CLNC DEL 118.1 269.2
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SW-4, 22 OCT 2009 to 19 NOV 2009

RNAV (RNP) Z RWY 26
PHOENIX SKY HARBOR INTL (PHX)

MISSED APPROACH: Climb to 5000 via track 258° to OJGIL and via track 259° to B XK VORTAC and hold.

MISSED APCH FIX
BUCKEYE
BXK

084°
264°
5 NM

3982

Procedure NA for arrivals at ZERLO via V190 eastbound.

(IAF)
ZERLO
Max 240 KIAS

7000
188°
(9.8)

2608

2704

2830

3312

3381

1473

1575

1358

1352±

1472

1602

1315

1318

1262±

1471

(FAF)
YOKKO

JAGAL

4000

(IF)
TODRE

5000

258°
(7.4)

CERUN

258°
(3.4)

3000
(3.4)

4000
(3.6)

258°
(5.6)

258°
(7.4)

259°
(34.4)

1535

1292

1575

1760

1518

3141

2555

MSA RW 26 25 NM

6100

ELEV 1135

D

5000 ↑ trk 258°	OJGIL ✦	trk 259°	BXK ◻	VGSI and RNAV glidepath not coincident.	Procedure Turn NA
CATEGORY	A	B	C	D	
RNP 0.11 DA	1490-1¼ 355 (400-1¼)				
RNP 0.20 DA	1590-1½ 455 (500-1½)				
RNP 0.30 DA	1654-1¾ 519 (600-1¾)				
<h2 style="text-align: center;">SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED</h2>					

ATIS 127.575

CINC DEF

118 1 269 2

GND CON

119.75 269.2 (NORTH)

132.55 269.2 (SOUTH)

PHOENIX TOWER


118.7 278.8 (Rwy 8-26)


120.9 254.3 (R_{wys} 7L-25R, 7R-25L)

PHOENIX DEP CON

119.2 281.45

BRYCE CANYON
112.8 BCE $\frac{1}{2}$: $\frac{1}{2}$:
Chan 75
N37°41.35'
W112°18.23'
I-9, H-3

DOVE CREEK
114.6 DVC 
Chan 93
N37°48.53'
W108°55.88'
L-9, H-3

RATTLESNAKE
115.3 RSK 
Chan 100
N36°44.90'
W108°05.93'
L-8, H-4

GRAND CANYON
113.1 GCN Ξ :-
Chan 78
N35°57.62'
W112°08.76'

FLAGSTAFF
113.85 FLG 
Chan 85 (Y)
N35°08.83'
W111°40.45'

WINSLOW
112.6 INW $\div \cdot -$
Chan 73
N35°03.70'
W110°47.70'

TAKE-OFF MINIMUMS

Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

Rwy 7L/7R/8: Standard with minimum climb of 300' per NM to 7000.

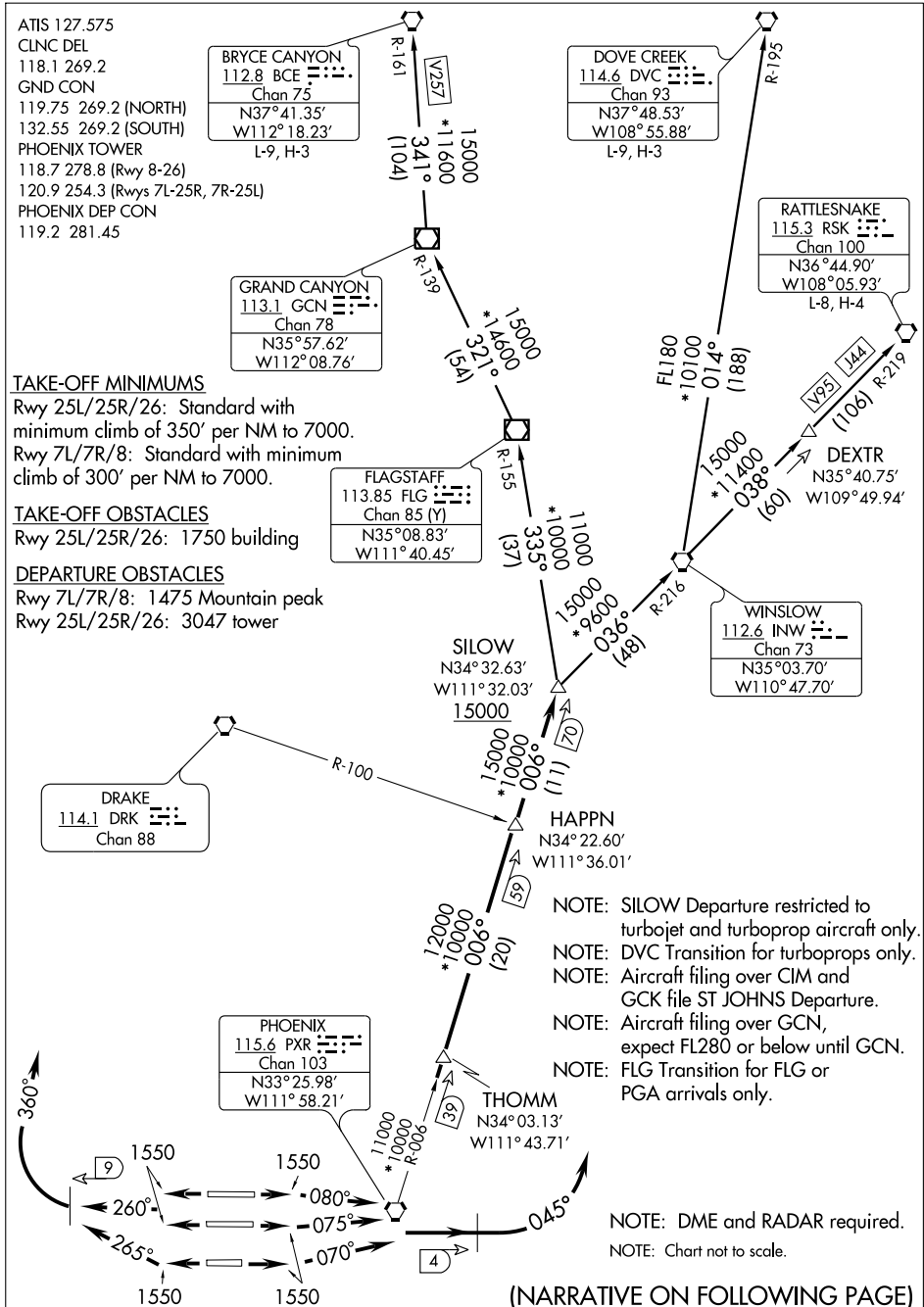
TAKE-OFF OBSTACLES

Rwy 25L/25R/26: 1750 building

DEPARTURE OBSTACLES

Rwy 7L/7R/8: 1475 Mountain peak

Rwy 25L/25R/26: 3047 tower



SW-4. 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb runway heading to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 7R: Climb runway heading to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 8: Climb runway heading to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25L: Climb runway heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 25R: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

TAKE-OFF RUNWAY 26: Climb runway heading to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Thence....

....Expect radar vectors to PXR R-006 to SILOW INT. Then via (transition). Expect filed altitude 3 minutes after departure.

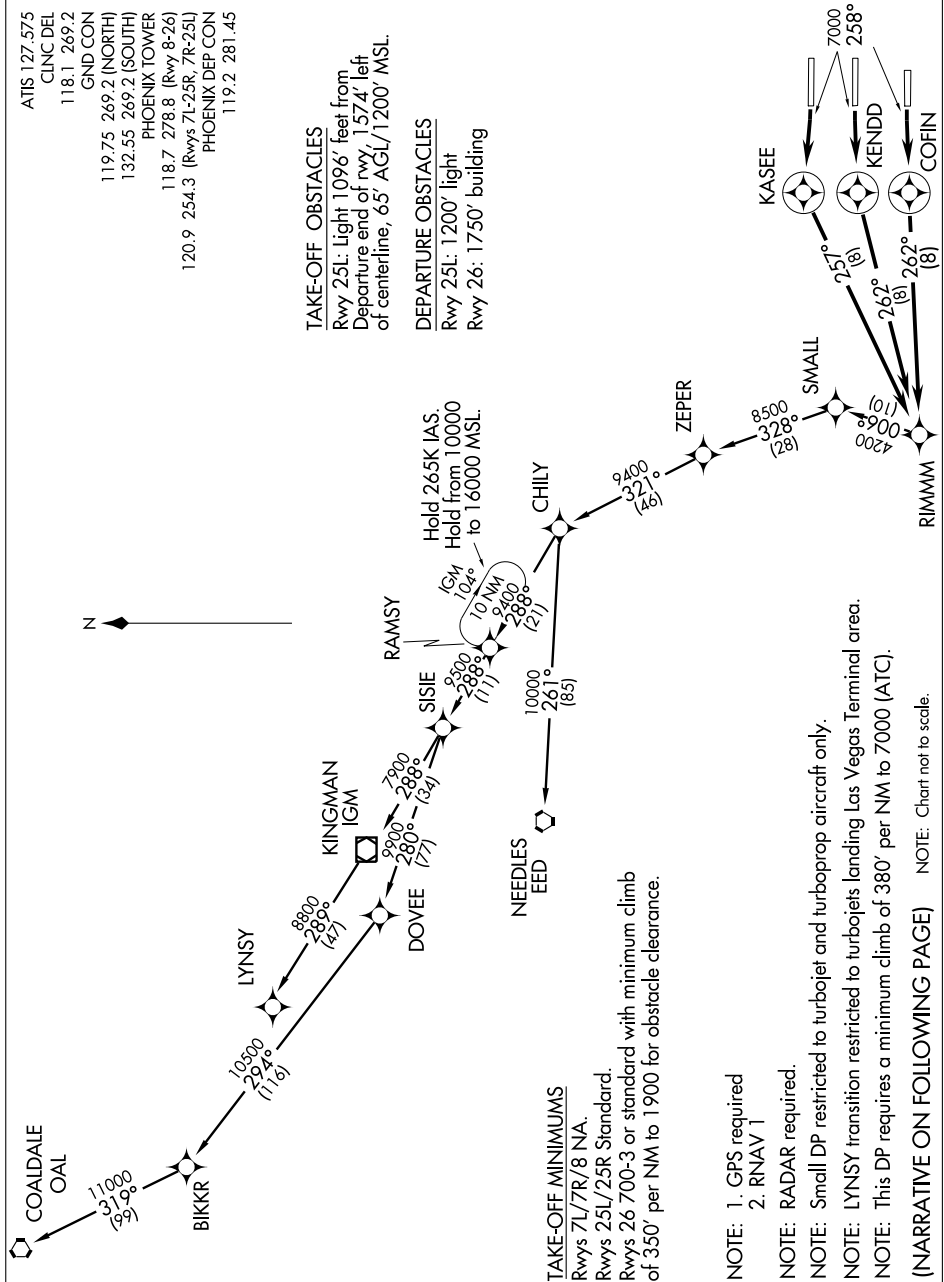
BRYCE CANYON TRANSITION (SILOW1.BCE): From over SILOW INT via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, then via GCN R-341 and BCE R-161 (V257) to BCE VORTAC.

DOVE CREEK TRANSITION (SILOW1.DVC): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (SILOW1.FLG): From over SILOW INT via FLG R-155 to FLG VOR/DME.

RATTLESNAKE TRANSITION (SILOW1.RSK): From over SILOW INT via INW R-216 to INW VORTAC, then via INW R-038 and RSK R-219 (V95/J44) to RSK VORTAC.

SMALL ONE DEPARTURE (RNAV)



SMALL ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 25L: Climb via 258° course to COFIN WP, then via 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 25R: Climb via 258° course to KENDD WP, then VIA 262° track to RIMMM, Thence....

TAKE-OFF RUNWAY 26: Climb via 258° course to KASEE WP, then via 257° track to RIMMM, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

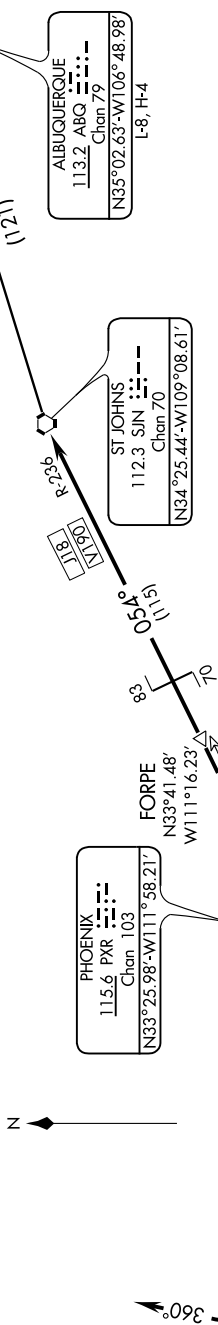
COALDALE TRANSITION (SMALL1.OAL)

LYNSY TRANSITION (SMALL1.LYNSY)

NEEDLES TRANSITION (SMALL1.EED)

NOTE: ST JOHNS DEPARTURE restricted to turbojet and turboprop aircraft only.
NOTE: Aircraft filing over ALS, RSK and points north of ALS file SILOW DEPARTURE.
NOTE: Aircraft filing over CIM, LVS and GCK file ST JOHNS DEPARTURE.
NOTE: Aircraft filing over ACH, LBL, ONM, CNX, GAG, PNH, TCC, IRW, and TXO file MAXXO DEPARTURE.
NOTE: DME and RADAR required.

ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2
132.55 269.2
PHOENIX TOW
118.7 278.8
120.9 254.3
PHOENIX DEP
119.2 281.45



TAKE-OFF OBSTACLE NOTES

Rwy 7L: Building 1298' from DER, 798' left of centerline, 67' AGU/1176' MSL.
Rod 717' from DER, 184' right of centerline, 87' AGU/1196' MSL.
Rwy 7R: Light standard 3459' from DER, 1207' left of centerline, 123' AGU/1232' MSL.
Rwy 08: Light standard 3444' from DER, 1003' left of centerline, 118' AGU/1227' MSL.
Rwy 25L: ASDE-X equipment 411' from DER, 531' left of centerline, 29' AGU/1135' MSL.
Rwy 25R: Light 59' from DER, 63' right of centerline, 16' AGU/1125' MSL.
Light 38' from DER, 440' right of centerline, 26' AGU/1135' MSL.
Tree 113' from DER, 294' left of centerline, 24' AGU/1133' MSL.
Light 78' from DER, 64' right of centerline, 18' AGU/1127' MSL.
Building 2.3 NM from DER, 3309' right of centerline, 406' AGU/1496' MSL.
Building 2.2 NM from DER, 3631' right of centerline, 663' AGU/1750' MSL.
Rwy 26: Light 59' from DER, 63' right of centerline, 16' AGU/1125' MSL.
Pole 58' from DER, 90' right of centerline, 25' AGU/1125' MSL.
Light 78' from DER, 64' right of centerline, 18' AGU/1127' MSL.
Tree 38' from DER, 440' right of centerline, 24' AGU/1133' MSL.
ASDE-X equipment 897' from DER, 413' right of centerline, 35' AGU/1141' MSL.

TAKE-OFF MINIMUMS

Rwy 7L/7R/8: Standard with minimum climb of 350' per NM to 7000.
Rwy 25L/25R/26: Standard with minimum climb of 350' per NM to 7000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-4. 22 OCT 2009 to 19 NOV 2009

ST. JOHNS FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb heading 078° to 1550, then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7L: Climb heading 078° to 1550, then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

TAKE-OFF RUNWAY 7R: Climb heading 078° to 1550, then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing left turn heading 045° to PXR R-054 to SJN VORTAC, maintain 7000. Thence. . . .

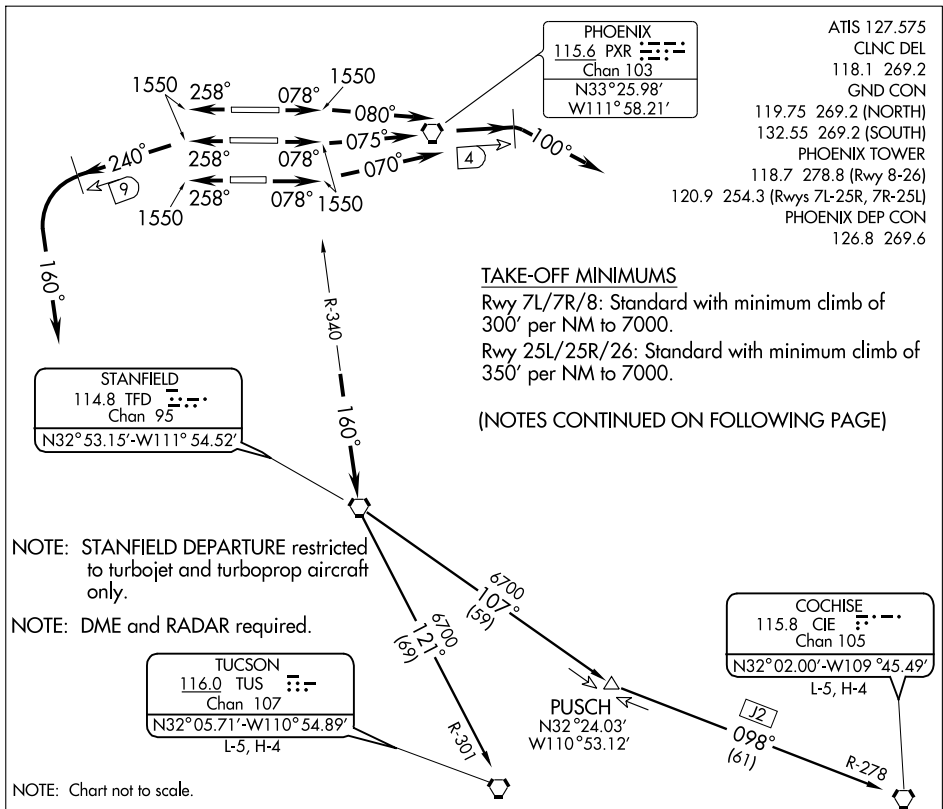
TAKE-OFF RUNWAY 25R/26: Climb heading 258° to 1550, then climbing right turn heading 260°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

TAKE-OFF RUNWAY 25L: Climb via 258° heading to 1550, then climbing right turn heading 265°, at 9 DME west of PXR VORTAC, climbing right turn heading 360°, maintain 7000. Expect radar vectors to PXR R-054 to SJN VORTAC. Thence. . . .

. . . .via assigned transition. Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SJN5.ABQ): From over SJN VORTAC via SJN R-059 and ABQ R-240 to ABQ VORTAC.

STANFIELD TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb via 078° heading to 1550 then climbing right turn heading 080°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7L: Climb via 078° heading to 1550 then climbing left turn heading 075°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 7R: Climb via 078° heading to 1550 then climbing left turn heading 070°, at 4 DME east of PXR VORTAC, climbing right turn heading 100°. Thence. . .

TAKE-OFF RUNWAY 25L/25R/26: Climb via 258° heading to 1550 then climbing left turn heading 240°, at 9 DME west of PXR VORTAC, climbing left turn heading 160°. Thence. . .

.... maintain 7000, expect radar vectors to TFD R-340 to TFD VORTAC. Thence via (Transition). Expect further clearance to filed altitude 3 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

COCHISE TRANSITION (TFD2.CIE): From over TFD VORTAC via TFD R-107 to PUSCH INT, then via CIE R-278 to CIE VORTAC.

TUCSON TRANSITION (TFD2.TUS): From over TFD VORTAC via TFD R-121 and TUS R-301 to TUS VORTAC.

STANFIELD TWO DEPARTURE

TAKEOFF NOTES CONT.

TAKE-OFF OBSTACLES

NOTE: Rwy 7L, building 1332' from departure end of runway, 798' left of centerline, 67' AGL/1176' MSL.

NOTE: Rwy 7R, rod 716' from departure end of runway, 184' right of centerline, 87' AGL/1196' MSL.

NOTE: Rwy 8, light standard 3530' from departure end of runway, 1207' left of centerline, 123' AGL/1232' MSL.

Rwy 8, light standard 3479' from departure end of runway, 1003' left of centerline, 118' AGL/1227' MSL.

NOTE: Rwy 25L, light standard 1129' from departure end of runway, 774' left of centerline, 120' AGL/1200' MSL.

NOTE: Rwy 26, light 59' from departure end of runway, 63' right of centerline, 16' AGL/1125' MSL.

Rwy 26, pole 58' from departure end of runway, 90' right of centerline, 25' AGL/1125' MSL.

Rwy 26, light 78' from departure end of runway, 64' right of centerline, 18' AGL/1127' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 24' AGL/1133' MSL.

Rwy 26, light standard 77' from departure end of runway, 453' left of centerline, 27' AGL/1136' MSL.

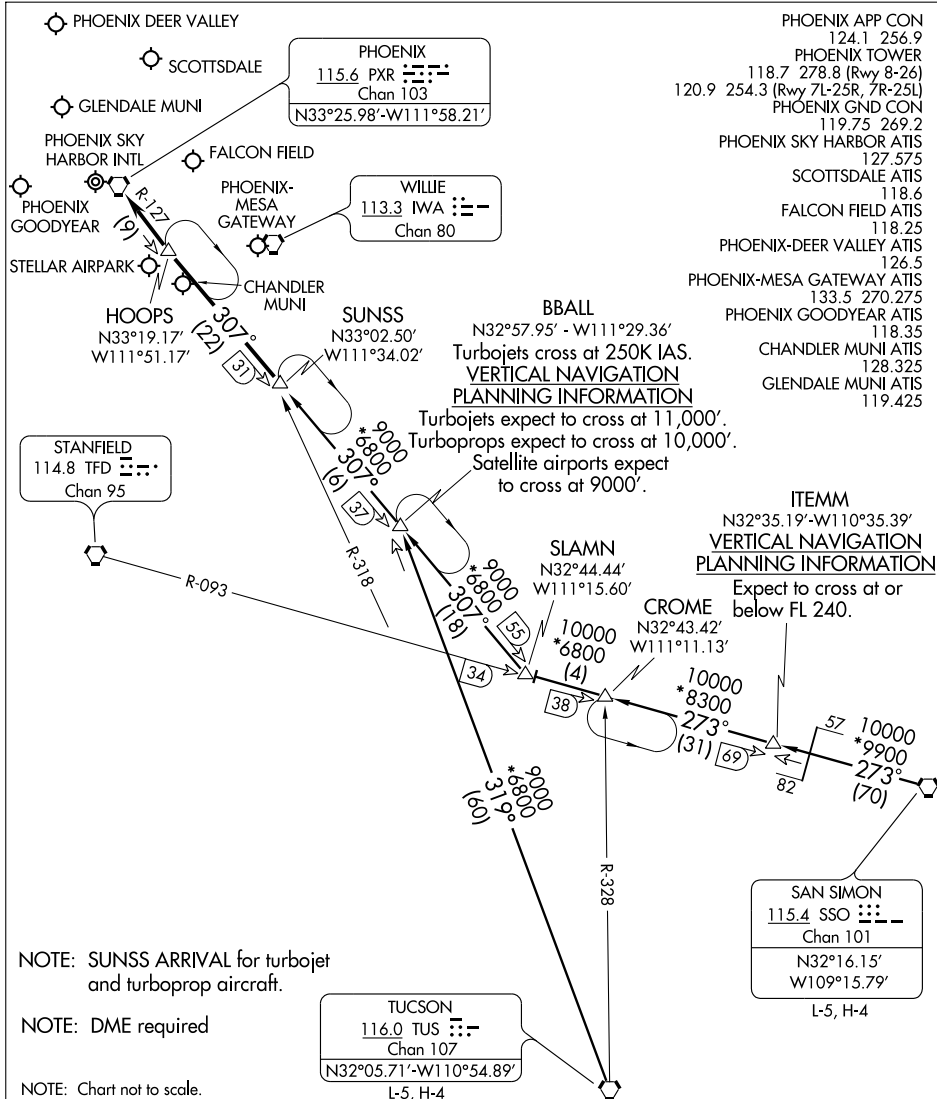
Rwy 26, light standard 74' from departure end of runway, 453' right of centerline, 33' AGL/1142' MSL.

Rwy 26, light standard 77' from departure end of runway, 434' right of centerline, 31' AGL/1140' MSL.

Rwy 26, light standard 64' from departure end of runway, 68' left of centerline, 1125' MSL.

Rwy 26, light 38' from departure end of runway, 440' right of centerline, 26' AGL/1135' MSL.

Rwy 26, tree 113' from departure end of runway, 294' left of centerline, 24' AGL/1133' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

(VANZZ1.VANZZ) 09127

SL-322 (FAA)

PHOENIX SKY HARBOR INTL (PHX)

PHOENIX, ARIZONA

VANZZ ONE DEPARTURE (RNAV)

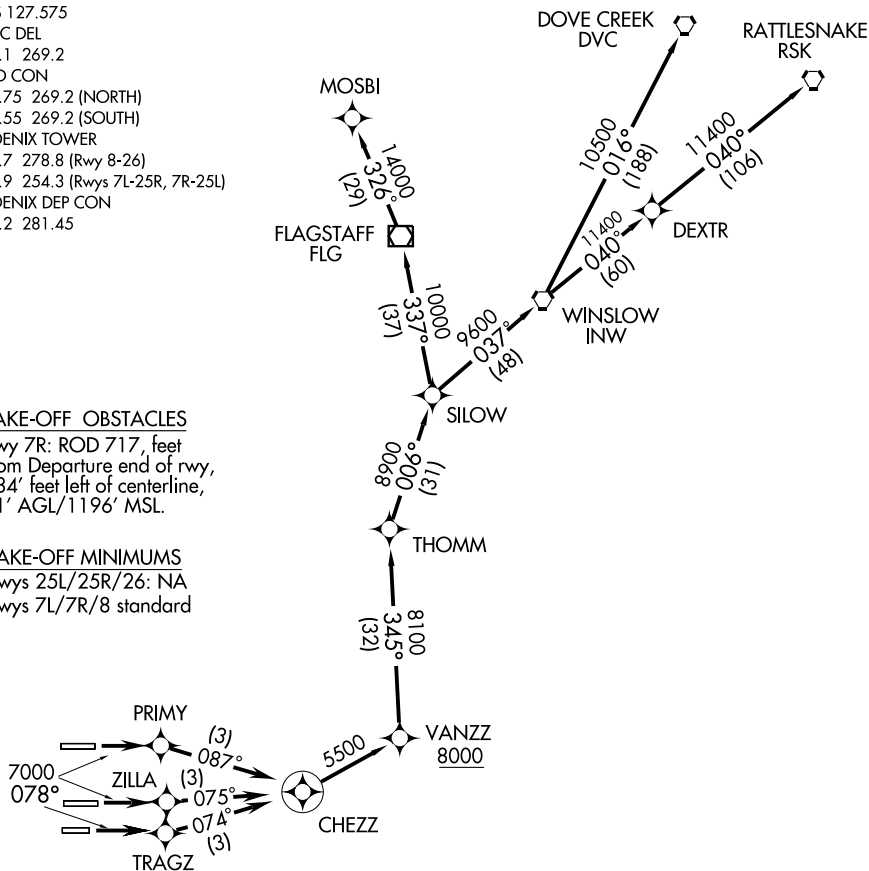
ATIS 127.575
CLNC DEL
118.1 269.2
GND CON
119.75 269.2 (NORTH)
132.55 269.2 (SOUTH)
PHOENIX TOWER
118.7 278.8 (Rwy 8-26)
120.9 254.3 (Rwys 7L-25R, 7R-25L)
PHOENIX DEP CON
119.2 281.45

TAKE-OFF OBSTACLES

Rwy 7R: ROD 717, feet
from Departure end of rwy,
184' feet left of centerline,
61' AGL/1196' MSL.

TAKE-OFF MINIMUMS

Rwys 25L/25R/26: NA
Rwys 7L/7R/8 standard



NOTE: 1. GPS required
2. RNAV 1

NOTE: RADAR required.

NOTE: This DP requires a minimum climb of 380' per NM to 7000 (ATC).

NOTE: VANZZ DP restricted to turbojet and turboprop aircraft only.

NOTE: FLG transition for FLG and PGA arrivals only.

NOTE: Aircraft filing over CIM, FTI, or GCK file CHEZZ or RIMM DP, ABQ Transition.

NOTE: Aircraft filing over ACH, LBL, ONM, CNX, PNH, GAG, TCC,
BGD, IRW and TXO file CHEZZ or DSERT DP, DRYHT TRANSITION.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-4, 22 OCT 2009 to 19 NOV 2009

VANZZ ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7L: Climb via 078° course to ZILLA WP, then via 075° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 7R: Climb via 078° course to TRAGZ WP, then VIA 074° track to CHEZZ WP, Thence....

TAKE-OFF RUNWAY 8: Climb via 078° course to PRIMY WP, then via 087° track to CHEZZ WP, Thence....

....via (transition). Maintain 7000, expect filed altitude within 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

DOVE CREEK TRANSITION (VANZZ1.DVC)

FLAGSTAFF TRANSITION (VANZZ1.FLG)

MOSBI TRANSITION (VANZZ1.MOSBI)

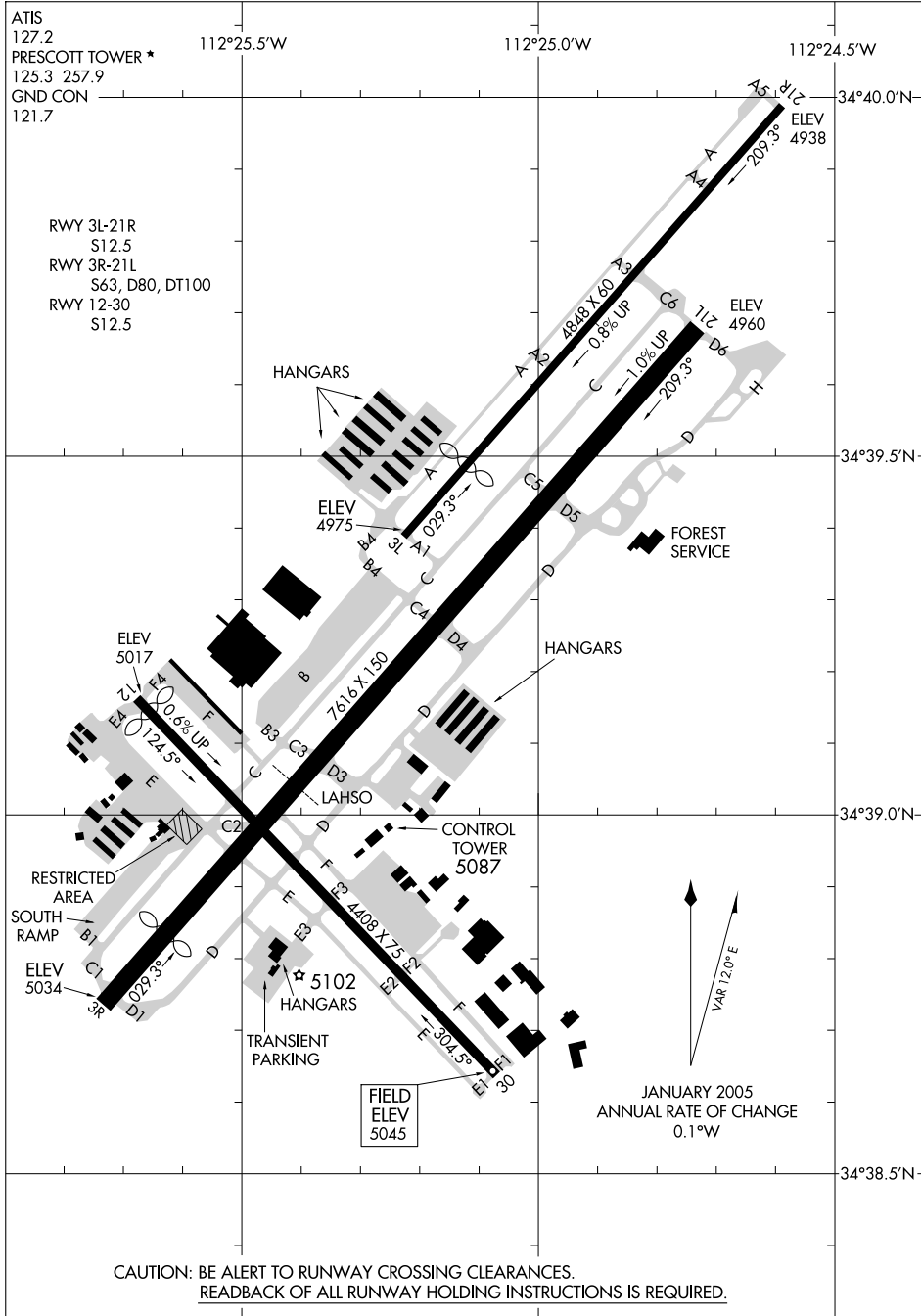
RATTLESNAKE TRANSITION (VANZZ1.RSK)

AIRPORT DIAGRAM

AL-546 (FAA)

PRESCOTT/ERNEST A. LOVE FIELD (PRC)

PRESCOTT, ARIZONA



SW-4, 22 OCT 2009 to 19 NOV 2009

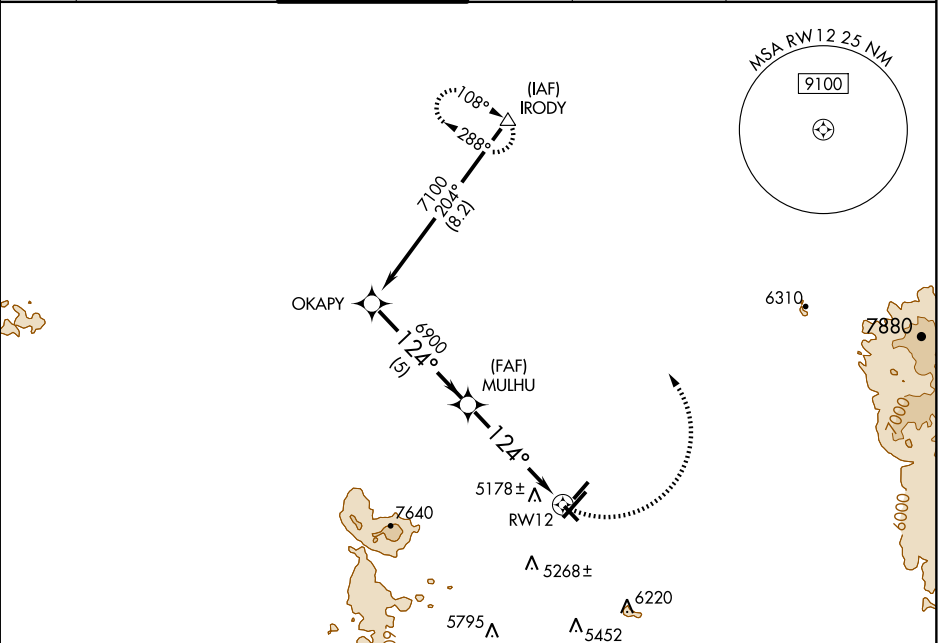
GPS RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

APP CRS	Rwy Idg	4258
124°	TDZE	5024
	Apt Elev	5045

<div><div>▼</div><div>▲ NA</div></div>	MISSED APPROACH: Climbing left turn to 9000 direct IRODY WP and hold.
--	---

ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 (12-30) 125.3 (CTAF) (3R-21L)
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OKAPY VGSI and descent angles not coincident.					ELEV 5045	
<div><div>7100</div><div>124°</div><div>MULHU</div><div>6900</div><div>3.47°</div><div>TCH 40</div><div>5 NM</div><div>5 NM</div><div>RWY 12</div></div>					<div><div>124° to RWY 12</div><div>TDZE 5024</div><div>5087</div><div>5102</div><div>5089</div><div>5111±</div></div>	
CATEGORY	A	B	C	D		
S-12	5440-1	416 (400-1)	5440-1¼	416 (400-1¼)		
CIRCLING	5540-1 495 (500-1)	5580-1 535 (600-1)	5720-2 675 (700-2)	5940-3 895 (900-3)	MIRL Rwy 3L-21R MIRL Rwy 3R-21L and 12-30 REIL Rwy 3R, 12, 21L and 30	

LOC/DME I-PRC 108.5 Chan 22	APP CRS 208°	Rwy Idg 7616 TDZE 4979 Apt Elev 5045
---	------------------------	---

ILS/DME RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

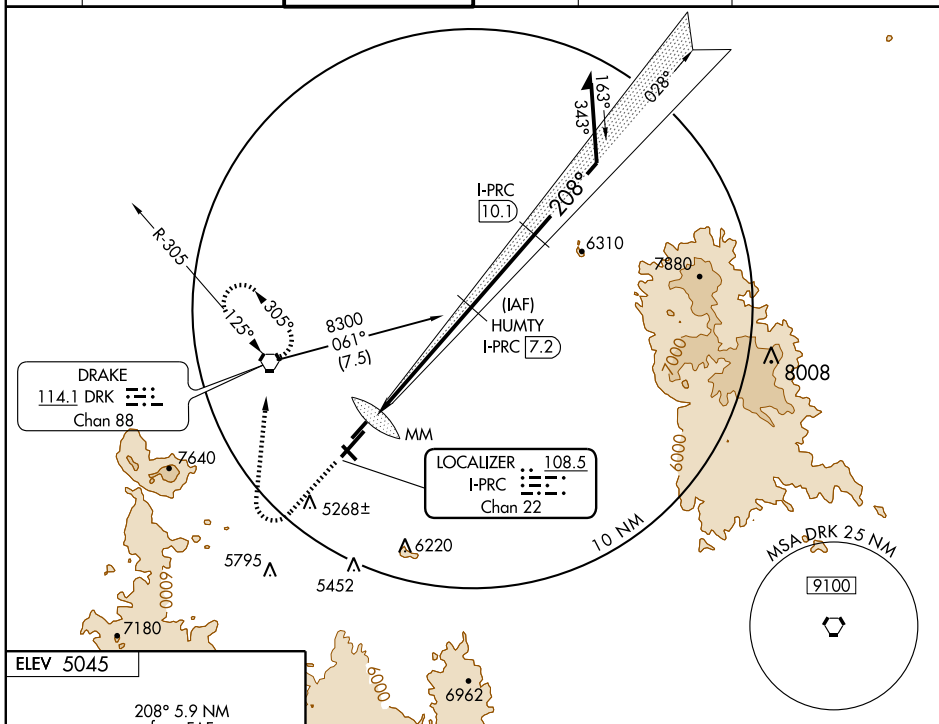


MALSR



MISSED APPROACH: Climb to 5600, then climbing right turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS 127.2	ALBUQUERQUE CENTER 128.45 298.9	PRESCOTT TOWER ★ 125.3 (CTAF) 257.9	GND CON 121.7	PRESCOTT RADIO 122.4 255.4	128.75 0 (12-30) 125.3 (CTAF) 0 (3R-21L)
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SW-4. 22 OCT 2009 to 19 NOV 2009

ELEV 5045

208° 5.9 NM
from FAF

0.8% UP

P S AS

TDZE
4979

3L 21R

3R 12 21L 30

5087

5102 5089

A_{5111±}

MIRL Rwy 3L-21R
MIRL Rwys 3R, 12, 21L and 30

5600
↑
9000
DRK R-305
DRK
HUMTY I-PRC 7.2
Remain within 10 NM
Use I-PRC DME when on LOC course.
I-PRC 1.4
MM
208°
6906
7863
208°
8300
7100*
7900
GS 3.00°
TCH 50
0.5 5.4 NM 2.9 NM
CATEGORY A B C D
S-ILS 21L 5179-1/2 200 (200-1/2)
S-LOC 21L 5380-1/2 401 (400-1/2) 5380-3/4 401 (400-3/4)
CIRCLING 5540-1 5580-1 5720-2 5940-3
495 (500-1) 535 (600-1) 675 (700-2) 895 (900-3)

WAAS CH 40002 W21A	APP CRS 208°	Rwy Idg 7616 TDZE 4979 Apt Elev 5045
--	------------------------	---

RNAV (GPS) RWY 21L

PRESCOTT / ERNEST A. LOVE FIELD (PRC)

T DME/DME RNP-0.3 NA.
A Baro-VNAV NA below -25°C (-13°F).



MISSED APPROACH: Climb to 9000 direct JURAX and via 306° track to DILLY and hold.

ATIS
127.2

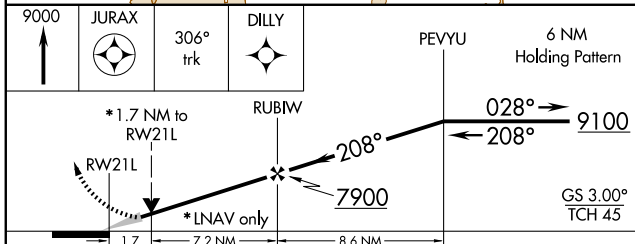
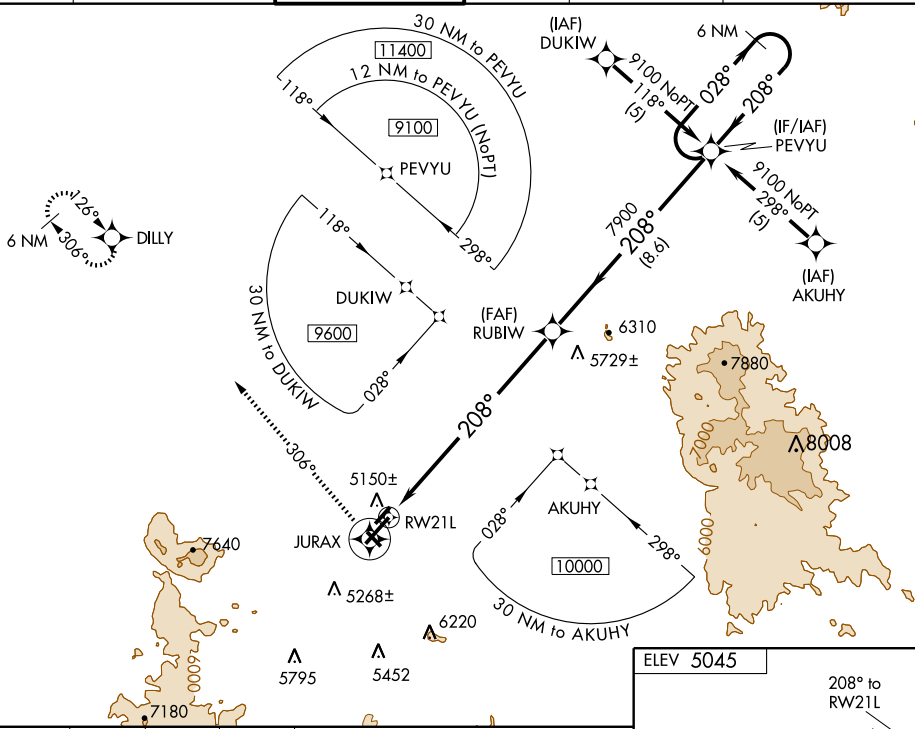
ALBUQUERQUE CENTER
128.45 298.9

PRESCOTT TOWER ★
125.3 (CTAF) 257.9

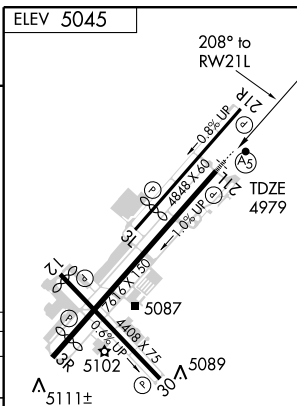
GND CON
121.7

PRESCOTT RADIC
122.4 255.4

128.75 L (12-30)
125.3 (CTAF) L (3R-21L)



CATEGORY		A		B		C		D	
LPV	DA	5230-½ 251 (200-½)							
LNAV/ VNAV	DA	5380-1 401 (400-1)							
LNAV	MDA	5560-½ 581 (600-½)				5560-1 581 (600-1)		5560-1¼ 581 (600-1¼)	
CIRCLING		5560-1½ 515 (600-1½)		5660-1½ 615 (700-1½)		5720-2 675 (700-2)		6000-3 955 (1000-3)	



MIRL Rwy 3L-21R
MIRL Rwys 3R-21L and 12-30 **L**
REIL Rwys 3R, 12, 21L and 30

VORTAC DRK	APP CRS	Rwy Idg	2528
114.1	125°	TDZE	5024
Chan 88		Apt Elev	5045

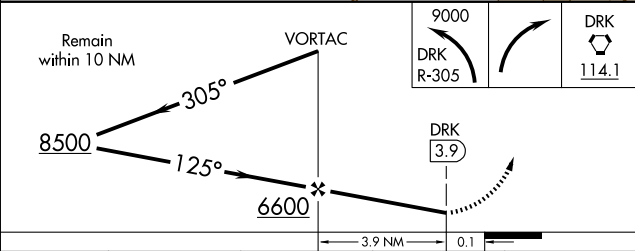
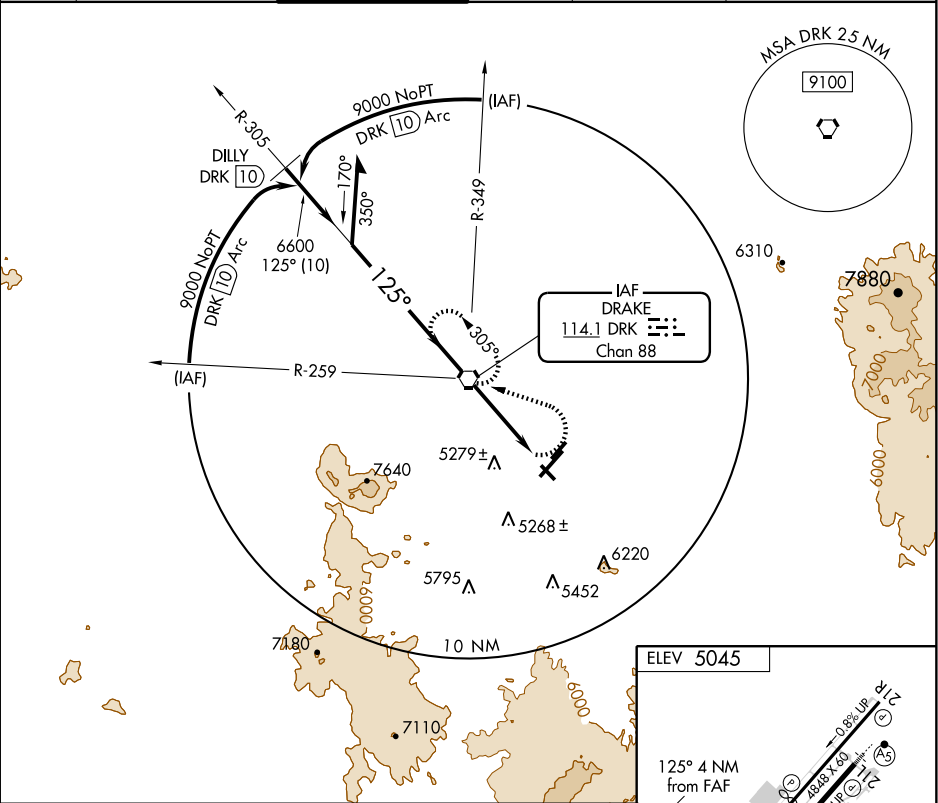
VOR RWY 12

PRESCOTT / ERNEST A. LOVE FIELD (PRC)



MISSED APPROACH: Climbing left turn to 9000 via DRK VORTAC and DRK R-305, then turn right direct DRK VORTAC and hold.

ATIS	ALBUQUERQUE CENTER	PRESCOTT TOWER ★	GND CON	PRESCOTT RADIO	128.75 0 (12-30)
127.2	128.45 298.9	125.3 (CTAF) 257.9	121.7	122.4 255.4	125.3 (CTAF) 0 (3R-21L)



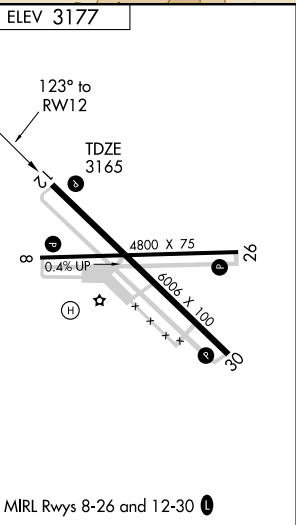
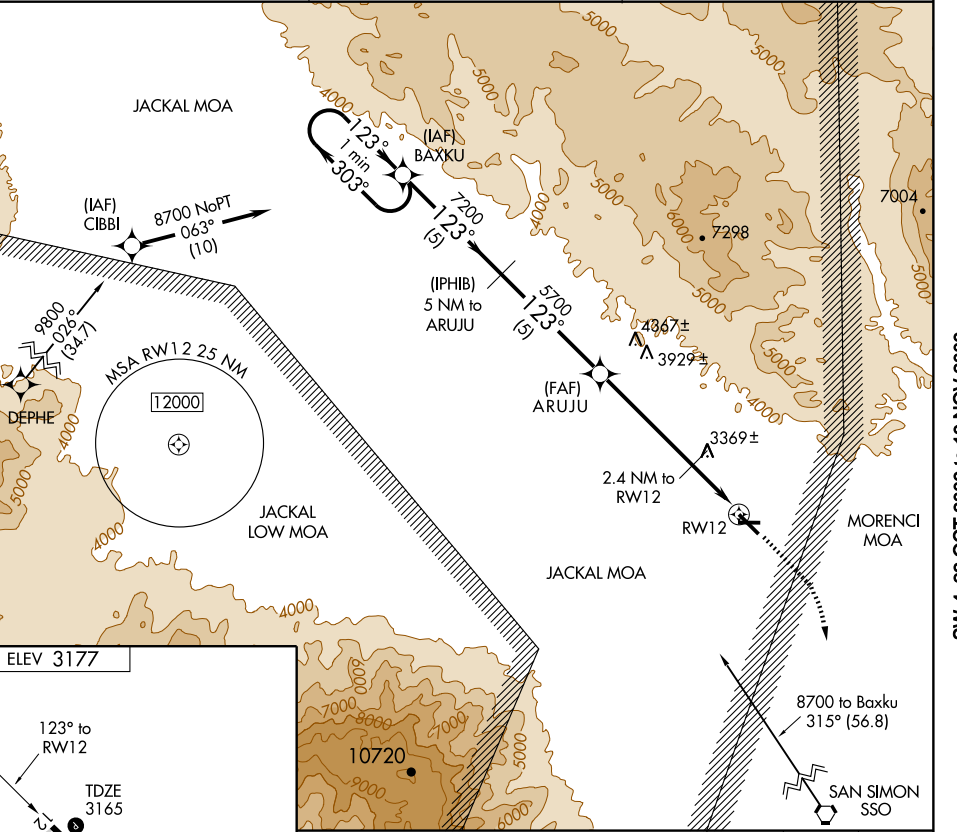
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-12	5540-1	516 (500-1)	5540-1½	5540-1¾	Min:Sec	3:54	2:36	1:57	1:34	1:18
CIRCUING	5540-1	5580-1	5720-2	5940-3						
	495 (500-1)	535 (600-1)	675 (700-2)	895 (900-3)						

▼

▲ NA

MISSED APPROACH: Climb to 4000 then climbing right turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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One Minute Holding Pattern			
BAXKU		(IPHIB) 5 NM to ARUJU	<div>4000</div> <div>8700</div> <div>SSO</div>
8700 ← 303°		123° →	<div>2.4 NM to RW12</div> <div>RW12</div>
7200		5700	4080
5 NM		5 NM	4.6 NM
CATEGORY	A	B	C D
S-12	3560-1	395 (400-1)	NA
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA

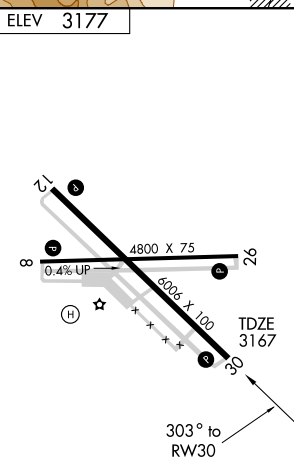
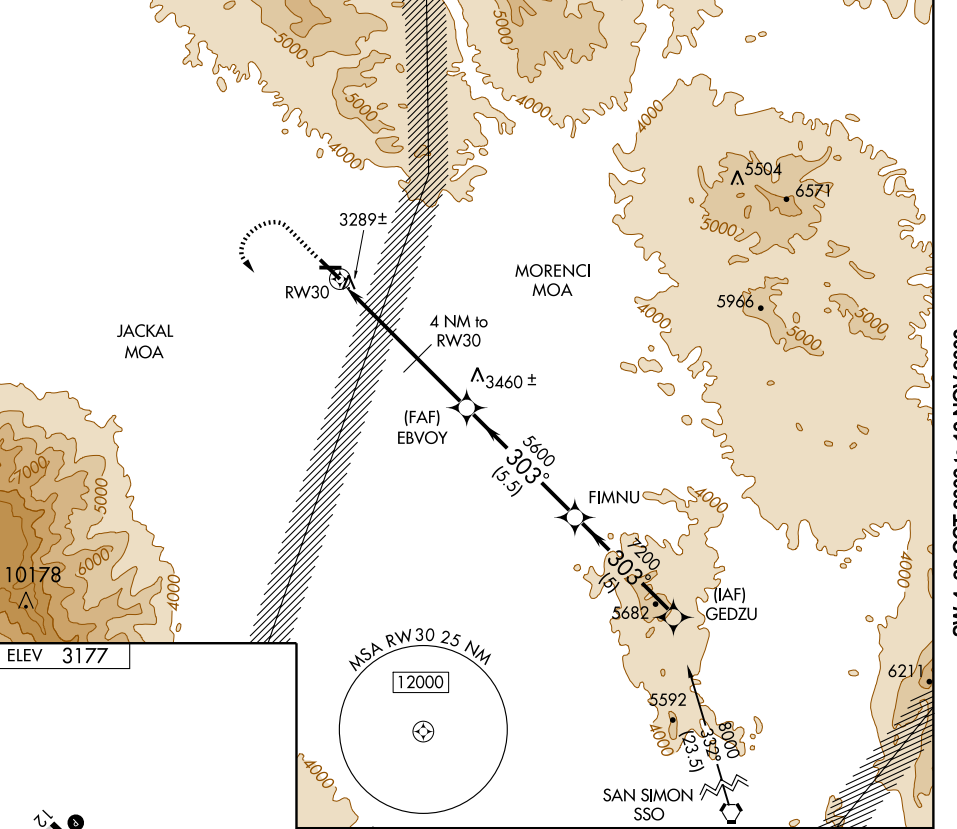
SW-4. 22 OCT 2009 to 19 NOV 2009

▽

△NA

MISSED APPROACH: Climb to 4000 then climbing left turn to 8700 direct SSO VORTAC.

ASOS 124.175	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
-----------------	-------------------------------------	--------------------------



	4000	8700	SSO					
				EBVOY	FIMNU	GEDZU		
				4 NM to RW30				
				4660	5600	7200	7800	Procedure Turn NA
				4 NM	2.5 NM	5.5 NM	5 NM	
CATEGORY	A	B	C	D				
S-30	3540-1	373 (400-1)	NA					
CIRCLING	3720-1 543 (600-1)	3760-1 583 (600-1)	NA					

MIRL Rwy 8-26 and 12-30 0

SW-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-5651 (FAA)

SCOTTSDALE (SDL)
SCOTTSDALE, ARIZONA

ATIS
118.6
SCOTTSDALE TOWER ★
119.9
GND CON
121.6
CLNC DEL
124.8

33°38'N

FIELD
ELEV
1510

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

VAR 116° E

TERMINAL

U.S.
CUSTOMS

FBO

CONTROL
TOWER

RWY 3-21
S45, D75, ST95

ELEV
1444

1587

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

111°55'W

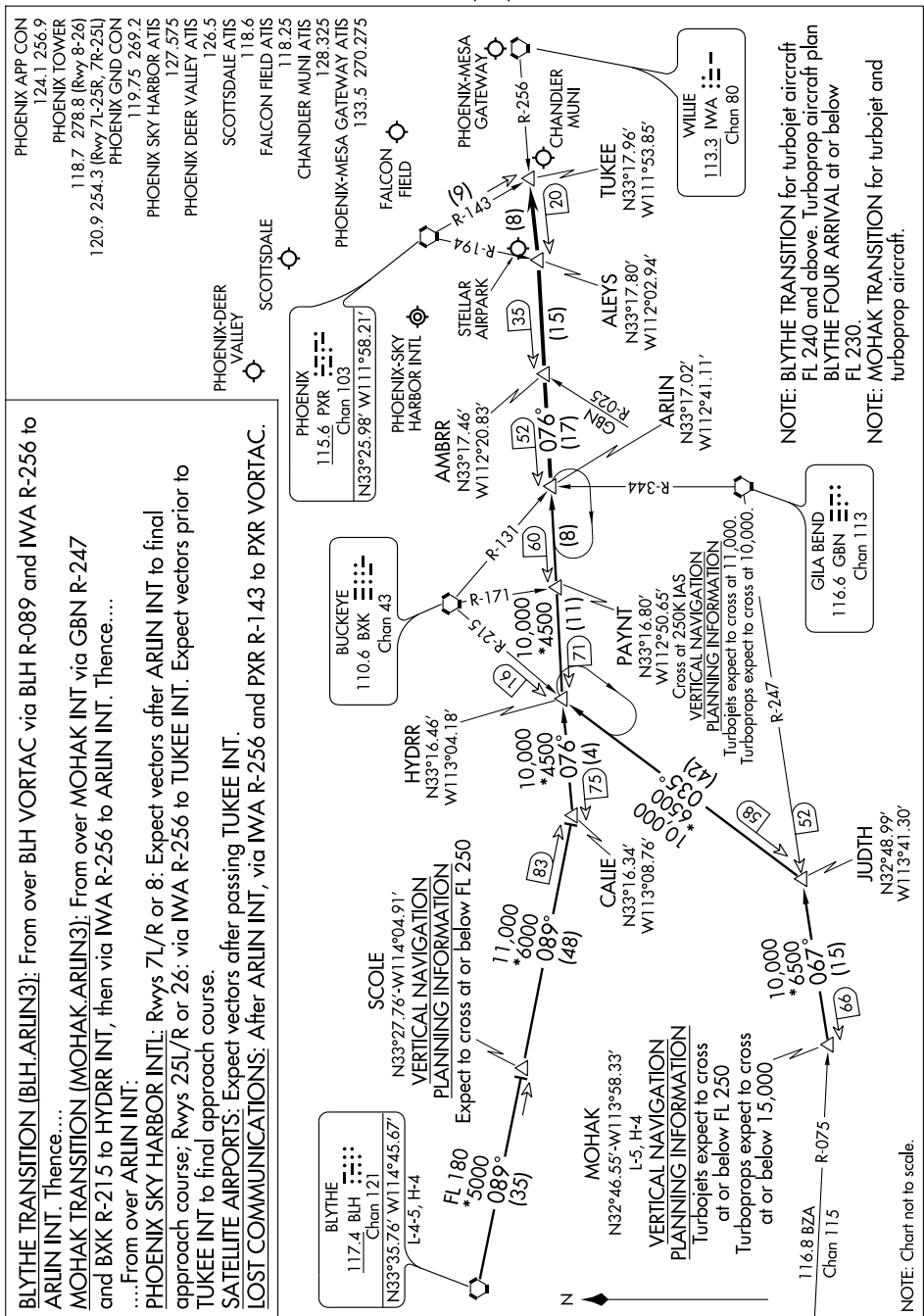
111°54'W

SW-4, 22 OCT 2009 to 19 NOV 2009

ARLIN THREE ARRIVAL

ST-322 (FAA)

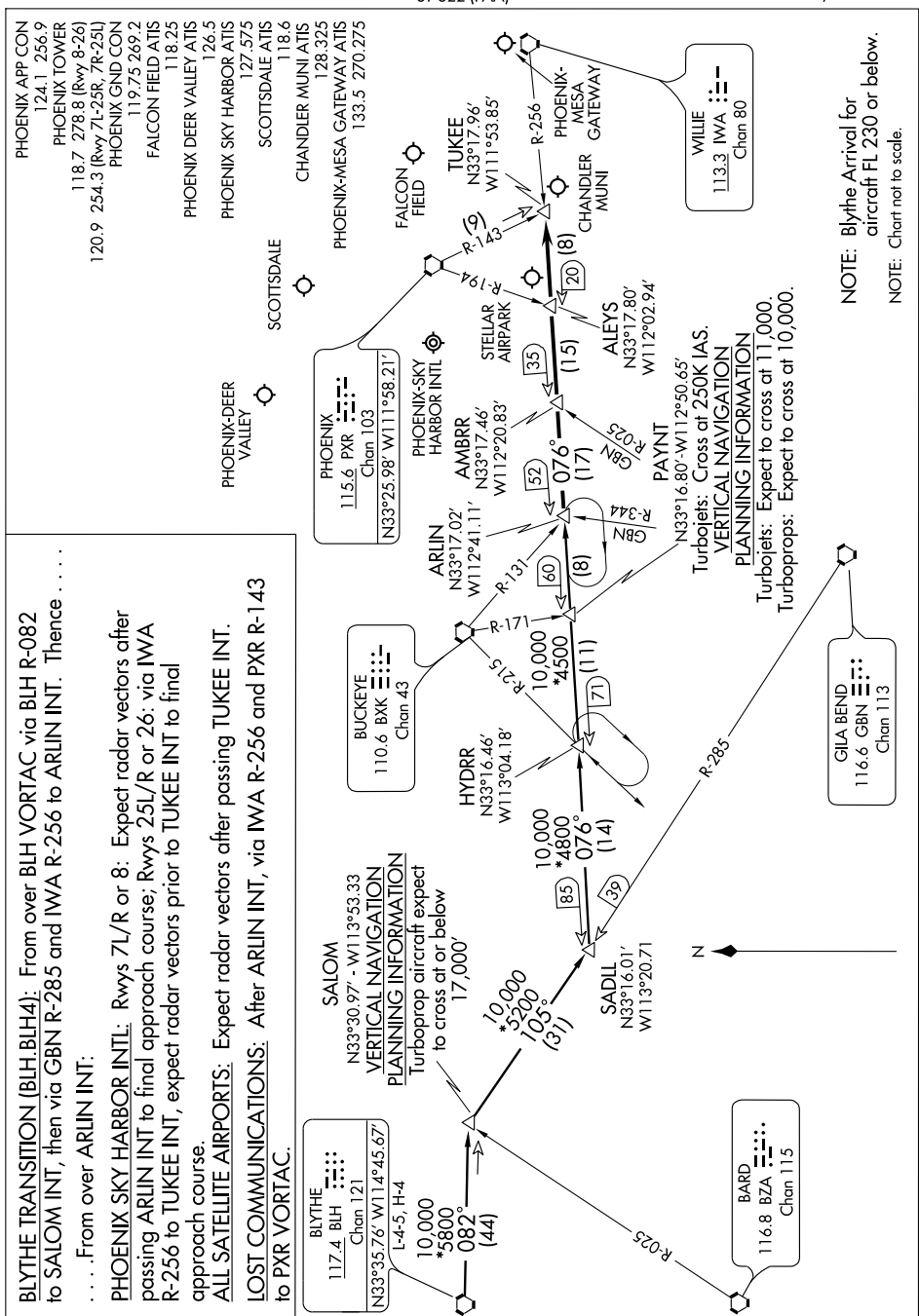
PHOENIX, ARIZONA



BLYTHE FOUR ARRIVAL

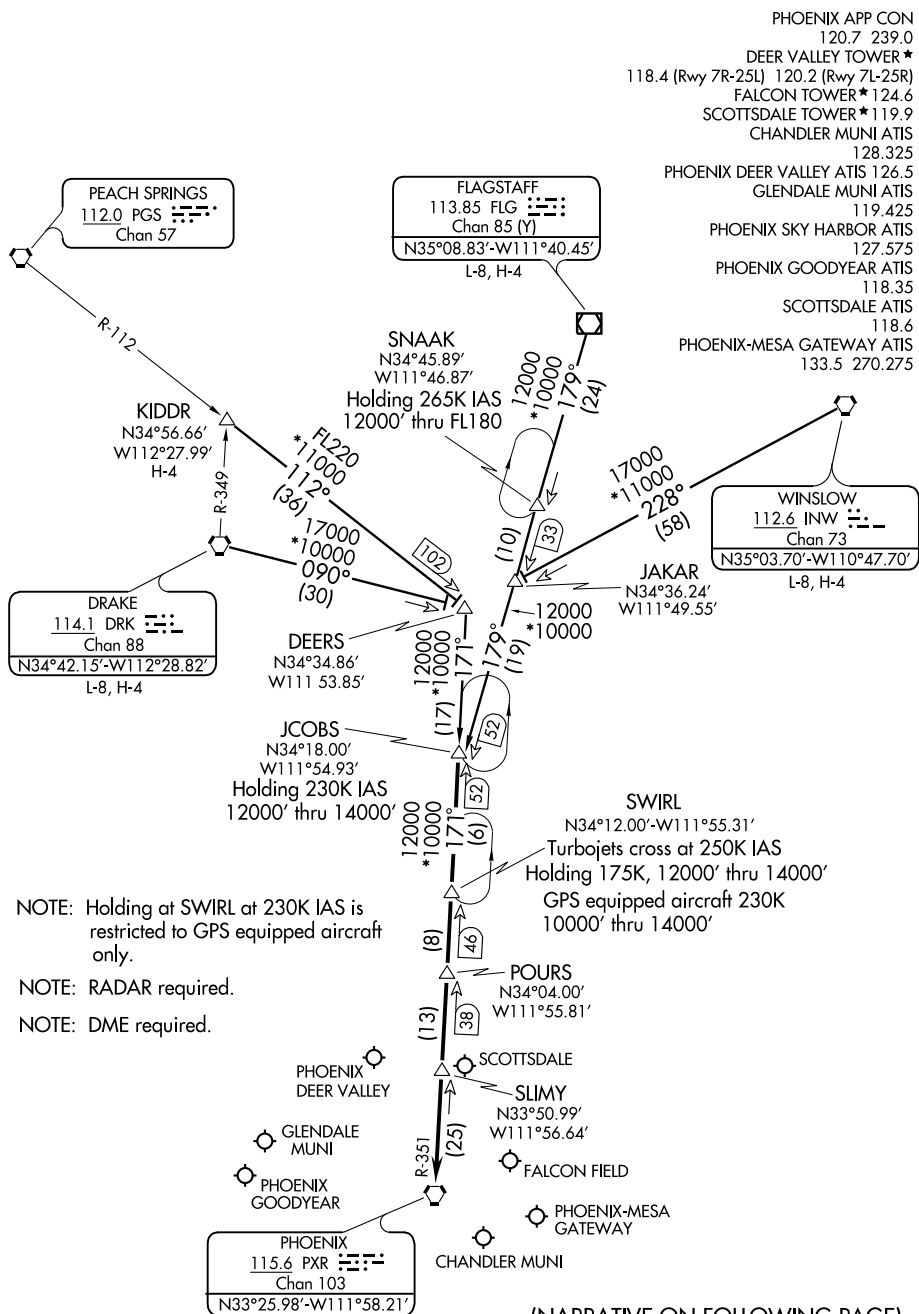
ST-322 (FAA)

PHOENIX, ARIZONA



JC0BS TWO ARRIVAL

SCOTTSDALE, ARIZONA



(NARRATIVE ON FOLLOWING PAGE)

JCOBS TWO ARRIVAL

SCOTTSDALE, ARIZONA

ARRIVAL ROUTE DESCRIPTION

DRAKE TRANSITION (DRK.JCOBS2): From over DRK VORTAC via DRK R-090 to DEERS INT, then via PXR R-351 to JCOBS INT. Thence....

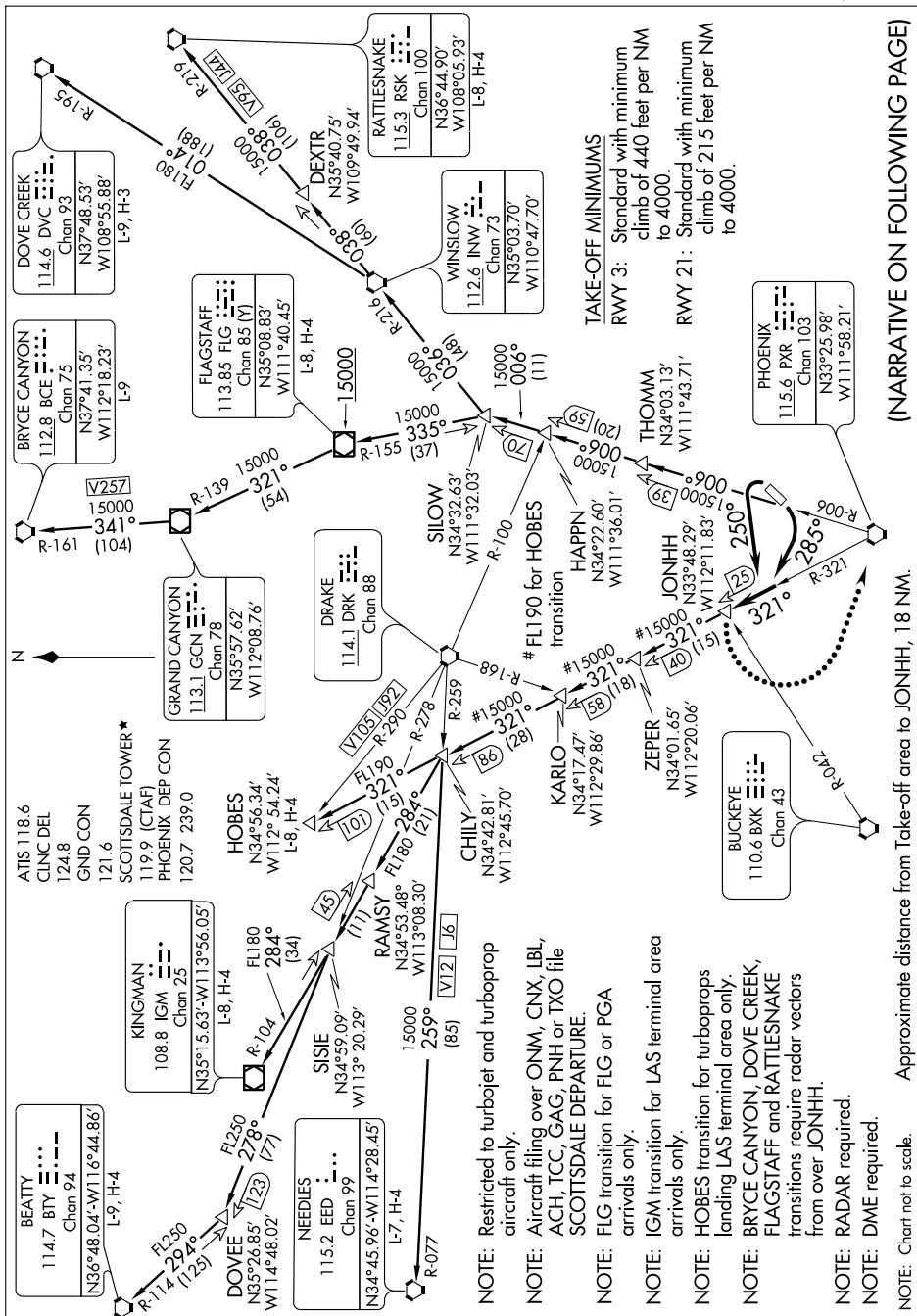
FLAGSTAFF TRANSITION (FLG.JCOBS2): From over FLG VOR/DME via FLG R-179 to JCOBS INT. Thence....

KIDDR TRANSITION (KIDDR.JCOBS2): From over KIDDR INT via PGS R-112 to DEERS INT then via PXR R-351 to JCOBS INT. Thence....

WINSLOW TRANSITION (INW.JCOBS2): From over INW VORTAC via INW R-228 to JAKAR INT, then via FLG R-179 to JCOBS INT. Thence....

... From over JCOBS INT via PXR R-351 to SWIRL DME, then via PXR R-351 to SLIMY DME, then direct PXR VORTAC. After POURS, expect radar vectors to final approach course.

LOST COMMUNICATIONS: From DRK VORTAC via DRK R-090 to intercept PXR R-351 at DEERS INT direct PXR VORTAC. From FLG VORTAC, proceed direct to JCOBS INT then direct PXR VORTAC. From KIDDR INT to DEERS INT via PGS R-112 to intercept PXR R-351 to PXR VORTAC. From INW VORTAC to JAKAR INT via INW R-228 to intercept FLG R-179 to JCOBS INT to intercept PXR R-351 to PXR VORTAC.



(NARRATIVE ON FOLLOWING PAGE)

Approximate distance from Take-off area to JONHH, 18 NM.

NOTE: Chart not to scale.

SW-4. 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . Via assigned transition.

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition. Expect filed altitude 3 minutes after departure.

BEATTY TRANSITION (JONHH1.BTY): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to SISIE INT, then via DRK R-278 to DOVEE INT, and then via BTY R-114 to BTY VORTAC.

BRYCE CANYON TRANSITION (JONHH1.BCE): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via FLG R-155 to FLG VOR/DME, then via FLG R-321 and GCN R-139 to GCN VOR/DME, and then via GCN R-341 and BCE R-161 to BCE VORTAC.

DOVE CREEK TRANSITION (JONHH1.DVC): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-014 and DVC R-195 to DVC VORTAC.

FLAGSTAFF TRANSITION (JONHH1.FLG): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT and via FLG R-155 to FLG VOR/DME.

HOBES TRANSITION (JONHH1.HOBES): From over JONHH INT via PXR R-321 to HOBES INT.

KINGMAN TRANSITION (JONHH1.IGM): From over JONHH INT via PXR R-321 to CHILY INT, then via IGM R-104 to IGM VOR/DME.

NEEDLES TRANSITION (JONHH1.EED): From over JONHH INT via PXR R-321 to CHILY INT, then via DRK R-259 and EED R-077 to EED VORTAC.

RATTLESNAKE TRANSITION (JONHH1.RSK): From over JONHH INT via radar vectors and PXR R-006 to SILOW INT, then via INW R-216 to INW VORTAC, and then via INW R-038 and RSK R-219 to RSK VORTAC.

TAKE-OFF OBSTACLE NOTES

Rwy 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree, 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard, 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

Rwy 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.

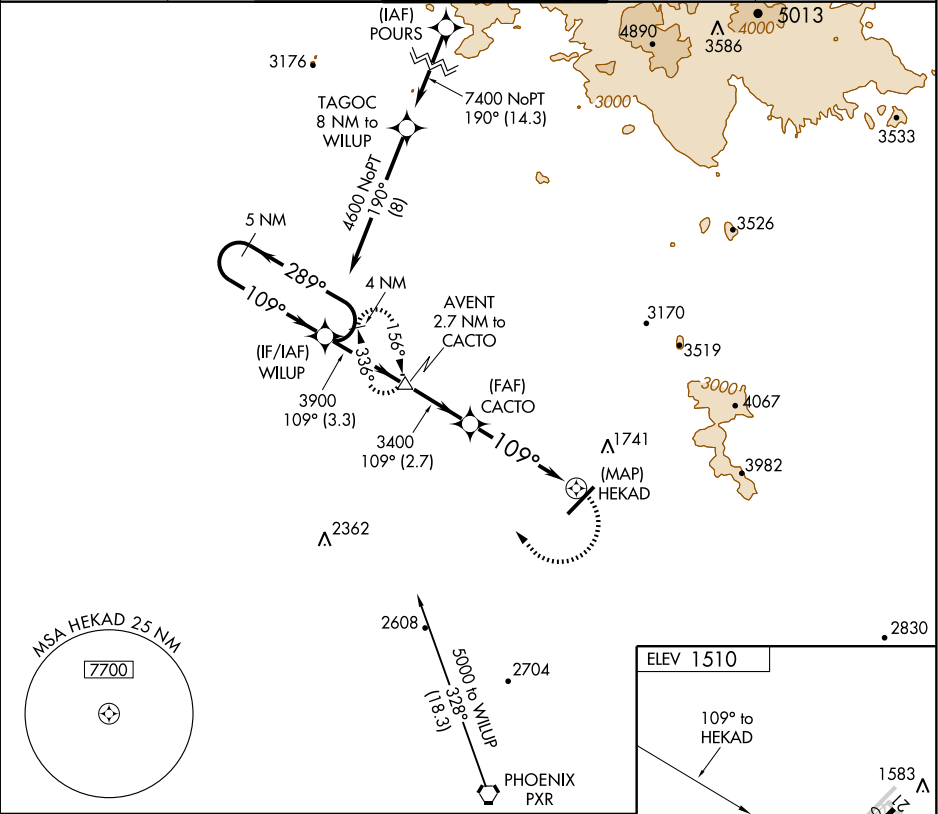
▼



▲

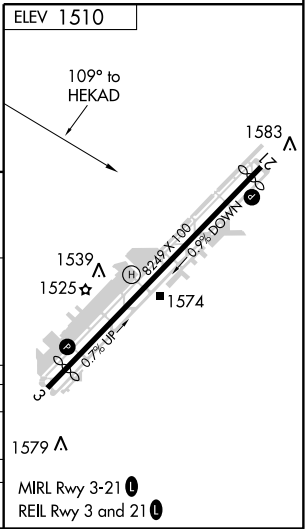
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use
Phoenix Sky Harbor altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 direct
AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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5 NM Holding Pattern						AVENT △	
4600 ← 289° 109° →		WILUP		AVENT 2.7 NM to CACTO		CACTO	
		3900		3400		HEKAD 	
		3.3 NM		2.7 NM		4.4 NM	
CATEGORY	A		B		C		D
CIRCLING	2080-1 570 (600-1)		2080-1½ 570 (600-1½)		2160-1¾ 650 (700-1¾)		NA
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS							
CIRCLING	2160-1 650 (700-1)		2160-1¾ 650 (700-1¾)		2160-1¾ 650 (700-1¾)		NA



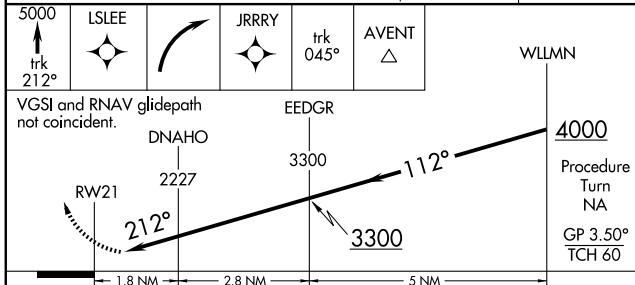
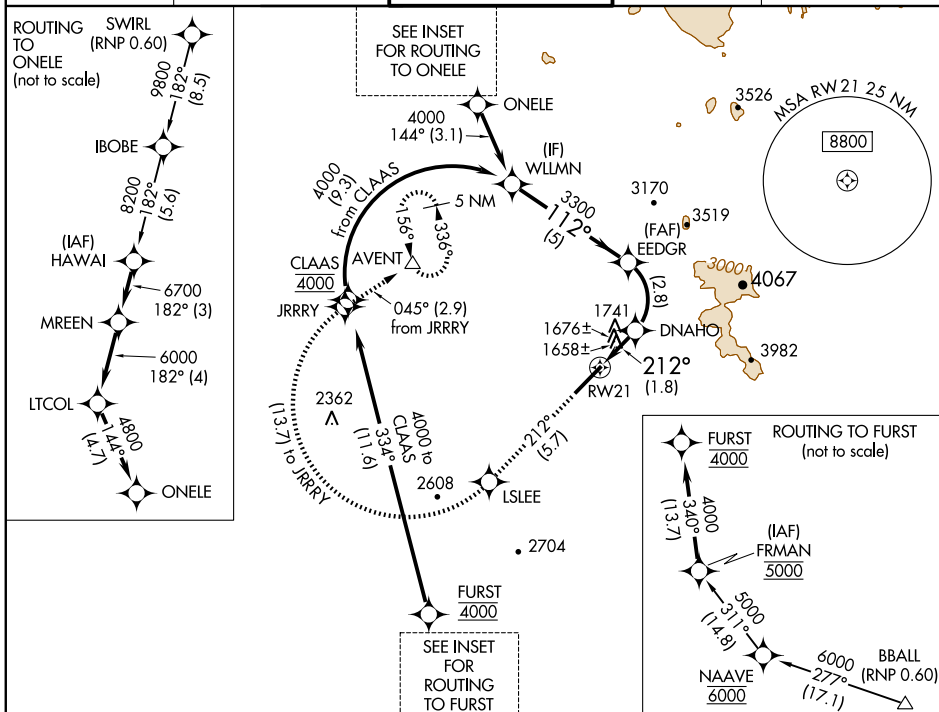
RNAV (RNP) RWY 21

SCOTTSDALE (SDL)

RF and GPS required. Visibility reduction by helicopters NA.
 For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 44°C (112°F).
 When local altimeter setting not received procedure NA.

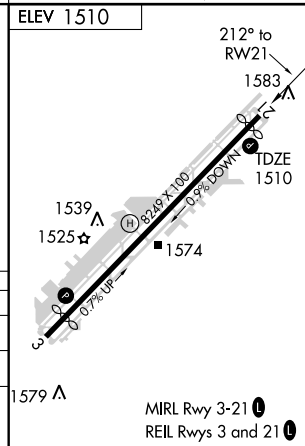
MISSED APPROACH: Climb to 5000 via track 212° to LSLEE, and via right turn to JRRRY, and via track 045° to AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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CATEGORY	A	B	C	D
RNP 0.10 DA	1948-1¼	438 (500-1¼)		NA
RNP 0.16 DA	1987-1½	477 (500-1½)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS 032°	Rwy Idg TDZE Apt Elev	7510 1470 1510
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RNAV (RNP) Y RWY 3

T RF and GPS required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to AXFUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

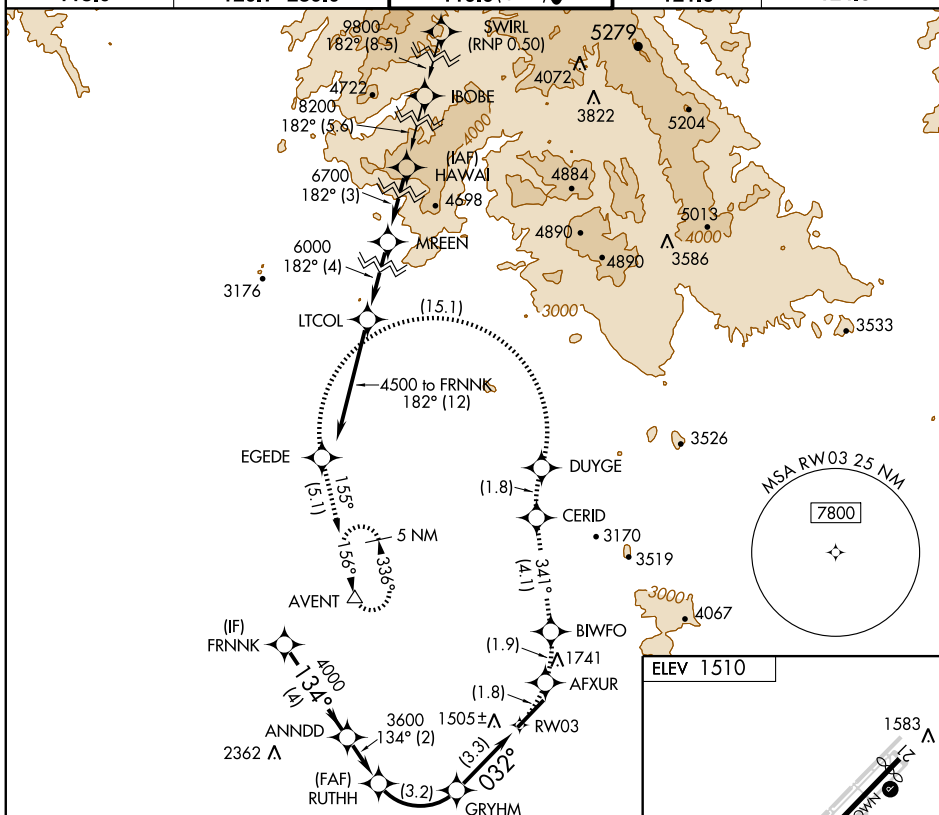
ATIS
118.6

PHOENIX APP CON
120.7 239.0

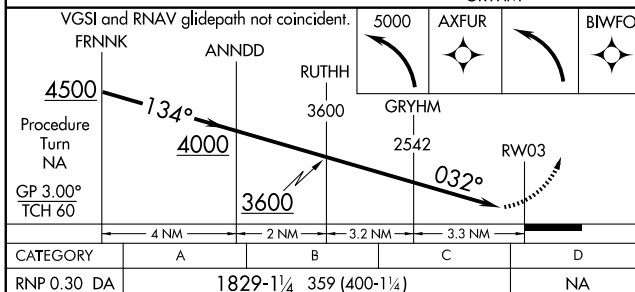
SCOTTSDALE TOWER
119.9 (CTAF) **L**

GND CON
121.6

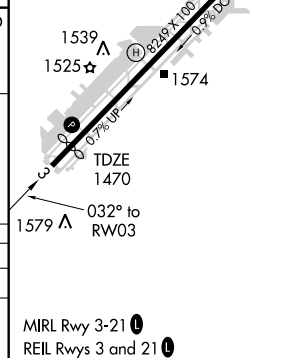
CLNC DEL
124.8



SW-4. 22 OCT 2009 to 19 NOV 2009



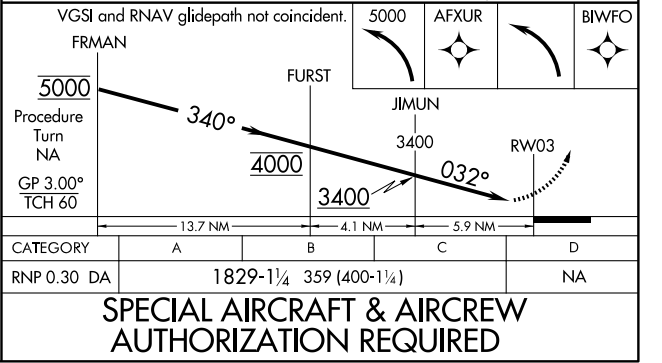
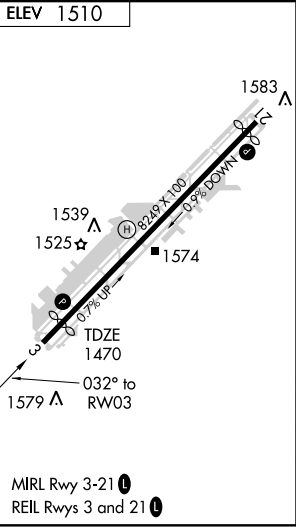
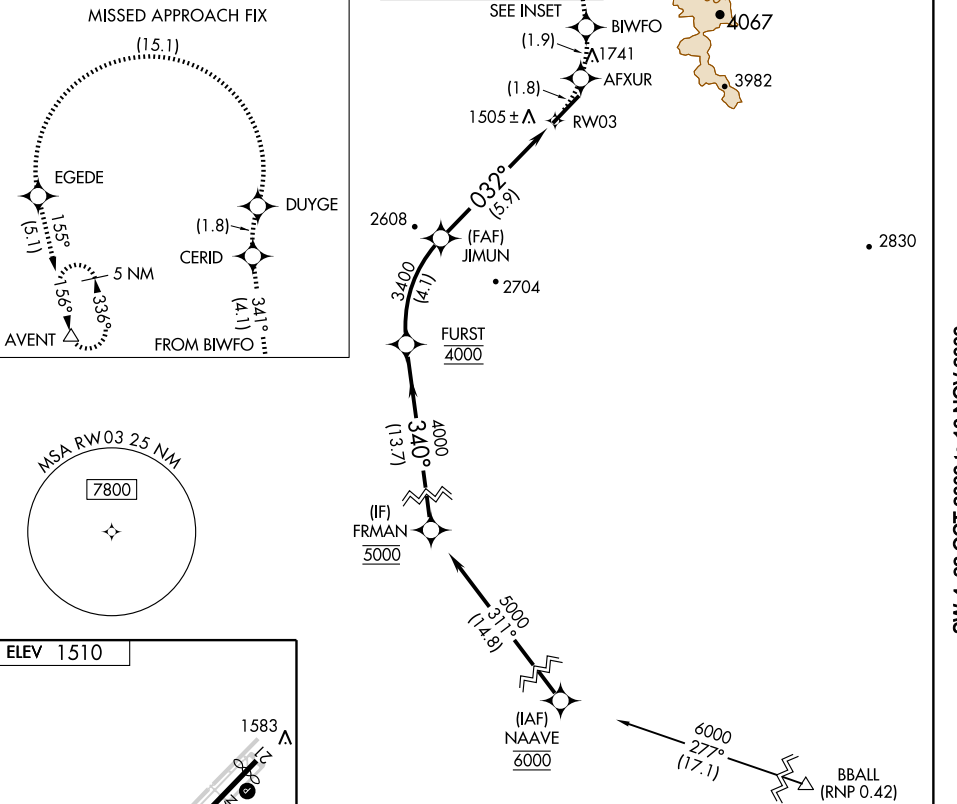
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



RF and GPS required. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, procedure NA below 1°C (31°F) or above 54°C (130°F). When local altimeter setting not received procedure NA. Missed approach requires RNP less than 1.0.

MISSED APPROACH: Climb to 5000 via left turn to AFXUR, and via left turn to BIWFO, and via track 341° to CERID, and via right turn to DUYGE, and via left turn to EGEDE, and via track 155° to AVENT and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER ★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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SW-4, 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climbing left turn heading 250° to intercept and proceed via PXR R-321 to JONHH INT. Thence

TAKE-OFF RUNWAY 21: Climbing right turn heading 285° to intercept and proceed via PXR R-321 to JONHH INT. Thence

. . . . via radar vectors to (assigned route).

LOST COMMUNICATIONS: If not in contact with departure control at JONHH INT, turn left direct to PXR VORTAC, thence via assigned transition . Expect filed altitude 3 minutes after departure.

ALBUQUERQUE TRANSITION (SCOT6.ABQ): From over JONHH INT via radar vectors and PXR R-054 and SJN R-236 to SJN VORTAC, then via SJN R-059 and ABQ R-240 to ABQ VORTAC.

BLYTHE TRANSITION (SCOT6.BLH): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC, then via BXK R-262 and BLH R-080 to BLH VORTAC.

BUCKEYE TRANSITION (SCOT6.BXK): From over JONHH INT via radar vectors and BXK R-077 to BXK VORTAC.

COCHISE TRANSITION (SCOT6.CIE): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-107 to PUSCH INT, and then via CIE R-278 to CIE VORTAC.

DINGO TRANSITION (SCOT6.DINGO): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-133 to BASER INT, and then via TUS R-295 to DINGO INT.

GILA BEND TRANSITION (SCOT6.GBN): From over JONHH INT via radar vectors and PXR R-206 to MOBIE INT, then via GBN R-055 to GBN VORTAC.

TUCSON TRANSITION (SCOT6.TUS): From over JONHH INT via radar vectors and TFD R-343 to TFD VORTAC, then via TFD R-121 and TUS R-301 to TUS VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple light standards beginning 63' from DER, 445' left of centerline, up to 44' AGL/1554' MSL.

Hoist on dike 878' from DER, 735' left of centerline, 51' AGL/1561' MSL.

Dike beginning 1066' from DER, 316' left of centerline, 38' AGL/1548' MSL.

Day marker on dike, 1230' from DER, 5' left of centerline, 39' AGL/1549' MSL.

Tree 765' from DER, 115' left of centerline, 22' AGL/1532' MSL.

Road beginning 647' from DER, 296' left of centerline, 19' AGL/1529' MSL.

Fence beginning 5' from DER, 338' right of centerline, 6' AGL/1511' MSL.

Light standard 1013' from DER, 430' right of centerline, 44' AGL/1552' MSL.

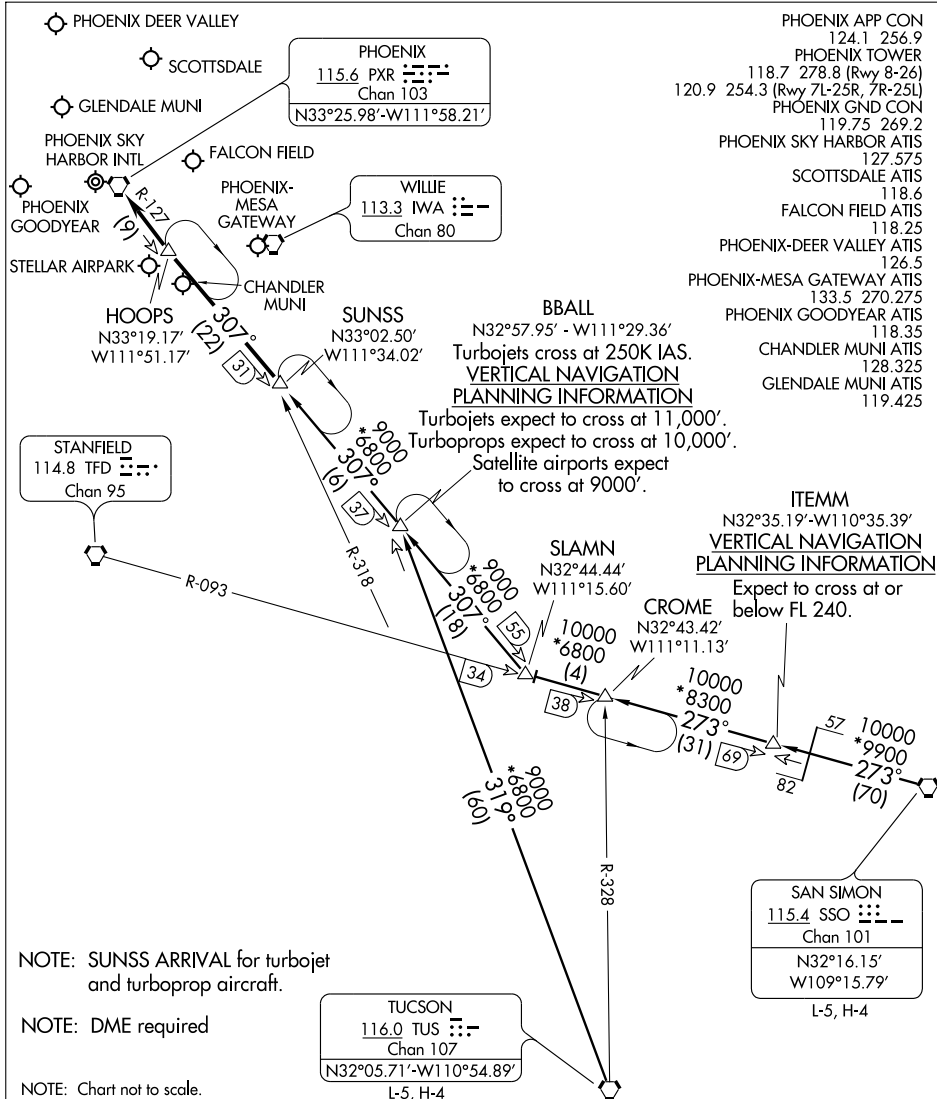
RWY 21: Trees 1072' from DER, 426' right of centerline, 53' AGL/1497' MSL.

Building 316' from DER, 537' right of centerline, 23' AGL/1467' MSL.

Tree 2087' from DER, 418' left of centerline, 61' AGL/1505' MSL.

Tree 1432' from DER, 438' right of centerline, 38' AGL/1482' MSL.

Tree 2234' from DER, 559' left of centerline, 58' AGL/1502' MSL.



SAN SIMON TRANSITION (SSO.SUNSS6): From over SSO VORTAC via SSO R-273 and TFD R-093 to SLAMN, then via PXR R-127 to SUNSS. Thence....

TUCSON TRANSITION (TUS.SUNSS6): From over TUS VORTAC via TUS R-319 to BBALL, then via PXR R-127 to SUNSS. Thence....

....from over SUNSS via PXR R-127 to PXR VORTAC, expect radar vectors after HOOPS.

VORTAC IWA 113.3 Chan 80	APP CRS 313°	Rwy Idg TDZE Apt Elev 1508	N/A N/A 1508
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VOR or GPS-C

SCOTTSDALE (SDL)

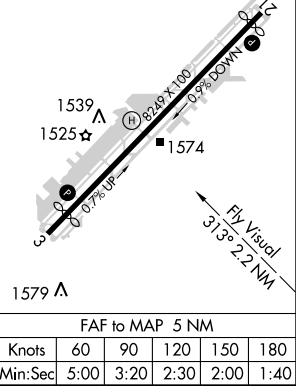
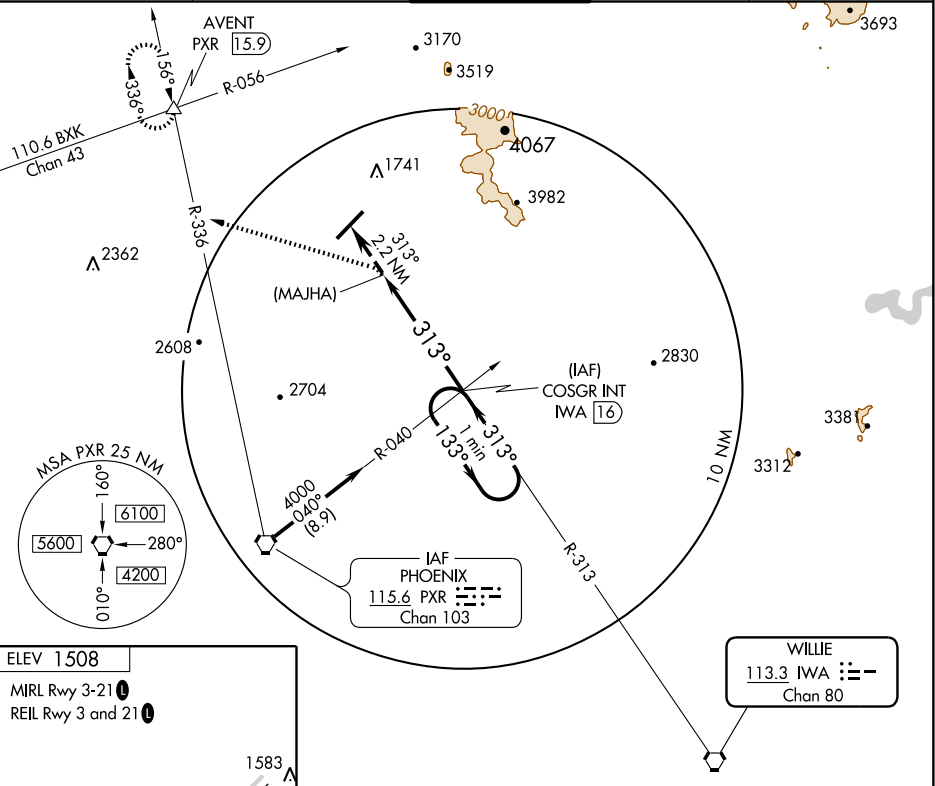
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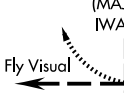
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When local altimeter setting not received, use Phoenix Sky Harbor altimeter setting minimums.

MISSED APPROACH: Climbing left turn to 7000 via heading 280° and PXR R-336 outbound, reaching 7000, continue direct AVENT Int/PXR 15.9 DME and hold.

ATIS 118.6	PHOENIX APP CON 120.7 239.0	SCOTTSDALE TOWER★ 119.9 (CTAF) 0	GND CON 121.6	CLNC DEL 124.8
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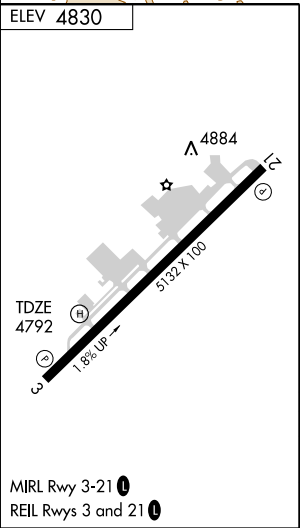
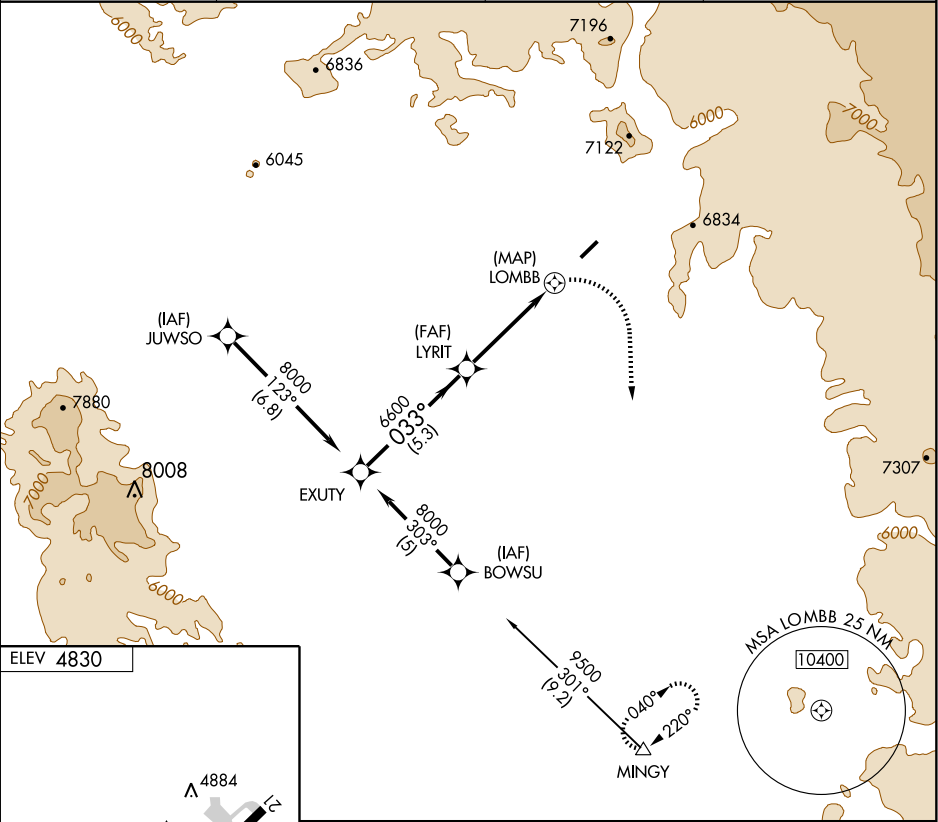
<div>7000</div> <div></div> <div>280°</div>		<div>PXR</div> <div>R-336</div> <div>115.6</div>	<div>AVENT</div> <div>△</div>	<div>COSGR INT</div> <div>IWA 16</div> <div>One Minute Holding Pattern</div>		
<div><div><div>Fly Visual</div><div></div><div>313° 2.2 NM</div></div><div><div>(MAJHA)</div><div>IWA 21</div><div>313°</div></div><div><div>5 NM</div></div><div><div>133°</div><div>313°</div><div>4000</div></div></div>						
CATEGORY	A		B		C	D
CIRCLING	2400-2½ 892 (900-2½)		2400-2¾ 892 (900-2¾)		NA	
PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS						
CIRCLING	2480-2½ 972 (1000-2½)		2480-3 972 (1000-3)		NA	

APP CRS	Rwy Idg	5132
033°	TDZE	4792
	Apt Elev	4830

When local altimeter not received, procedure not authorized.
NA Cat D circling not authorized northwest of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 12000
direct MINGY WP and hold.

AWOS-2 118.525	ALBUQUERQUE CENTER 124.5 306.2	PRESCOTT RADIO 122.3	UNICOM 123.0 (CTAF) 1
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EXUTY		VGS and descent angles not coincident.		12000	MINGY
8000		033°			
Procedure Turn NA		6600		3.00° TCH 50	
5.3 NM		4.4 NM		1.3 NM	
CATEGORY	A	B	C	D	
S-3	6140-1½ 1348 (1400-1½)	6240-1½ 1448 (1500-1½)	6560-3	1768 (1800-3)	
CIRCLING	6140-1½ 1310 (1400-1½)	6240-1½ 1410 (1500-1½)	6560-3	1730 (1800-3)	

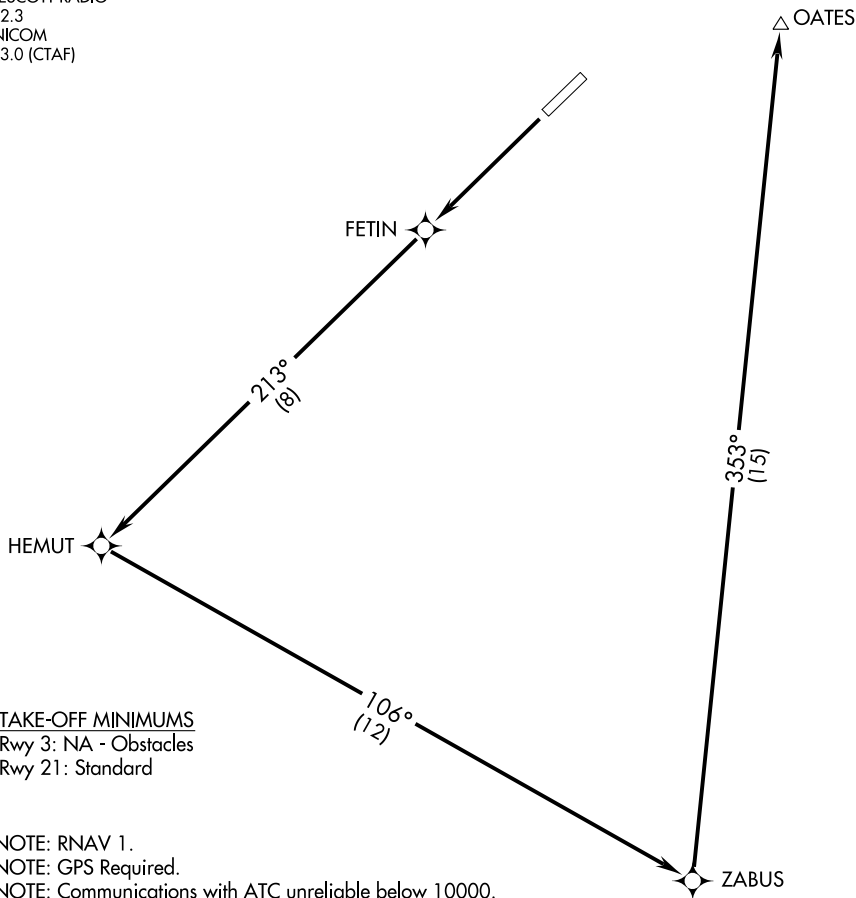
(OATES1.OATES) 08101

OATES ONE DEPARTURE (RNAV) (OBSTACLE)

SL-6169 (FAA)

SEDONA (SEZ)
SEDONA, ARIZONA

ALBUQUERQUE CENTER
124.5 306.2
PRESCOTT RADIO
122.3
UNICOM
123.0 (CTAF)



TAKE-OFF MINIMUMS

Rwy 3: NA - Obstacles
Rwy 21: Standard

NOTE: RNAV 1.

NOTE: GPS Required.

NOTE: Communications with ATC unreliable below 10000.

TAKE-OFF OBSTACLE NOTES:

Rwy 21: Trees beginning 1642' from DER, 240' right of centerline, up to 100' AGL/4786' MSL.
Bush 147' from DER, 202' left of centerline, 5' AGL/4740' MSL.

NOTE: Chart not to scale

SW-4, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 21: Climb direct FETIN then via 213° track/8 NM to HEMUT, then left turn via 106° track/12 NM to ZABUS, then left turn via 353° track/15 NM to OATES. Maintain 10500 or assigned altitude.

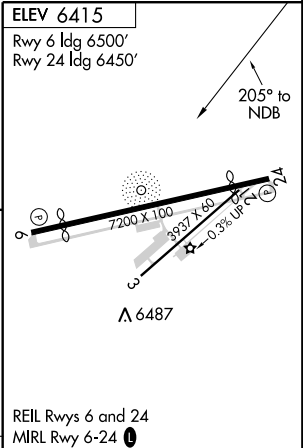
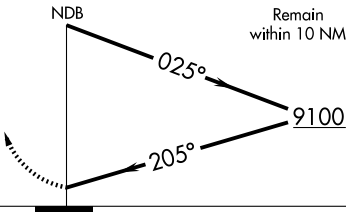
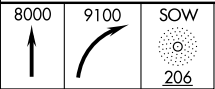
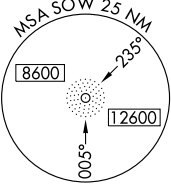
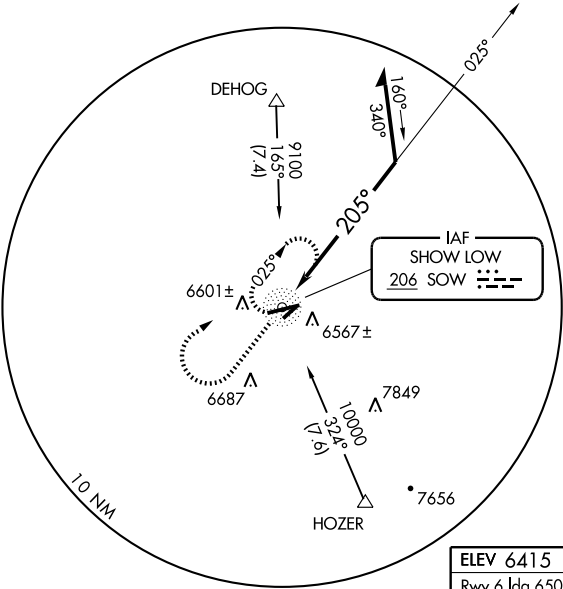
NDB SOW 206	APP CRS 205°	Rwy Idg TDZE Apt Elev	N/A N/A 6415
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NDB-A
SHOW LOW RGNL (SOW)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 8000 then climbing right turn to 9100 direct SOW NDB and hold.

AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	7600-1¼ 1185 (1200-1¼)	7600-1½ 1185 (1200-1½)	7600-3 1185 (1200-3)	NA	Min:Sec					

APP CRS	Rwy Idg	6450
243°	TDZE	6405
	Apt Elev	6415

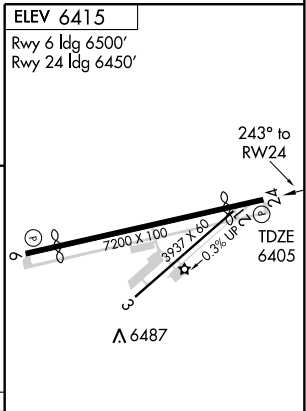
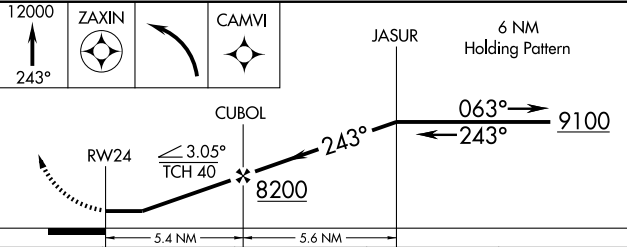
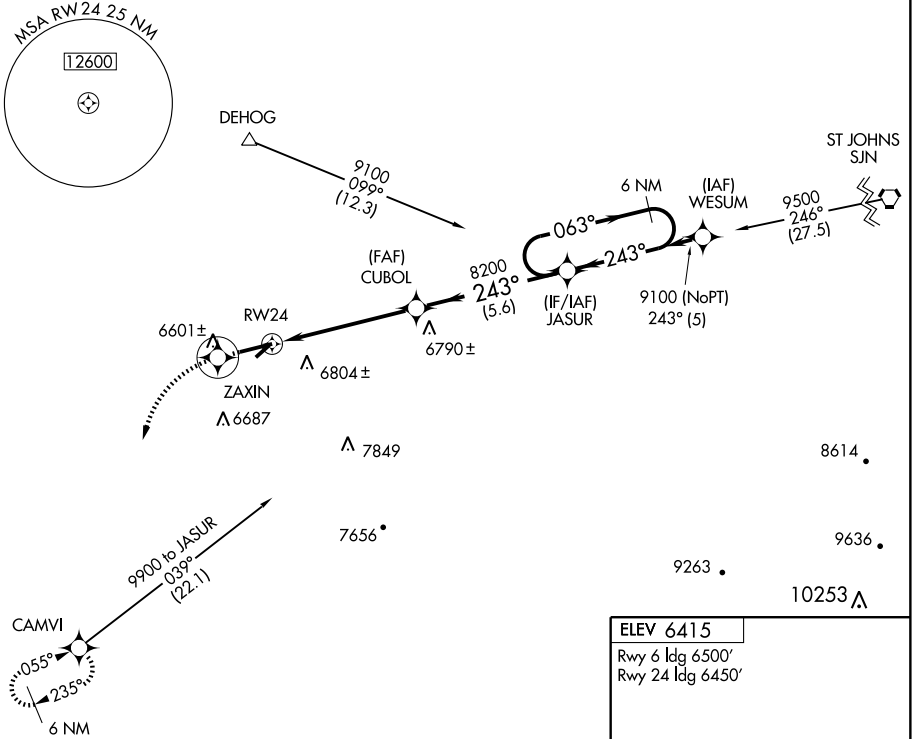
RNAV (GPS) RWY 24

SHOW LOW RGNL (SOW)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA southeast of Rwys 3 and 24.

MISSED APPROACH: Climb to 12000 via 243° course to ZAXIN WP, then left turn direct CAMVI WP and hold.

AWOS-3 118.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	6860-1	455 (500-1)	6860-1¼ 455 (500-1¼)	NA
CIRCLING	6960-1	545 (600-1)	6960-1½ 545 (600-1½)	NA

REIL Rwys 6 and 24
MIRL Rwy 6-24

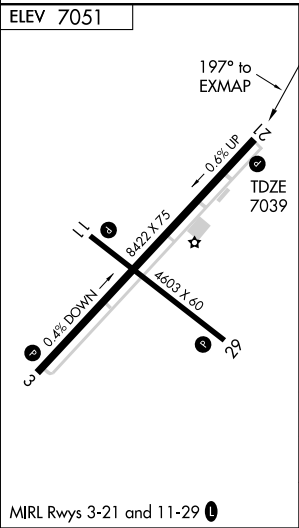
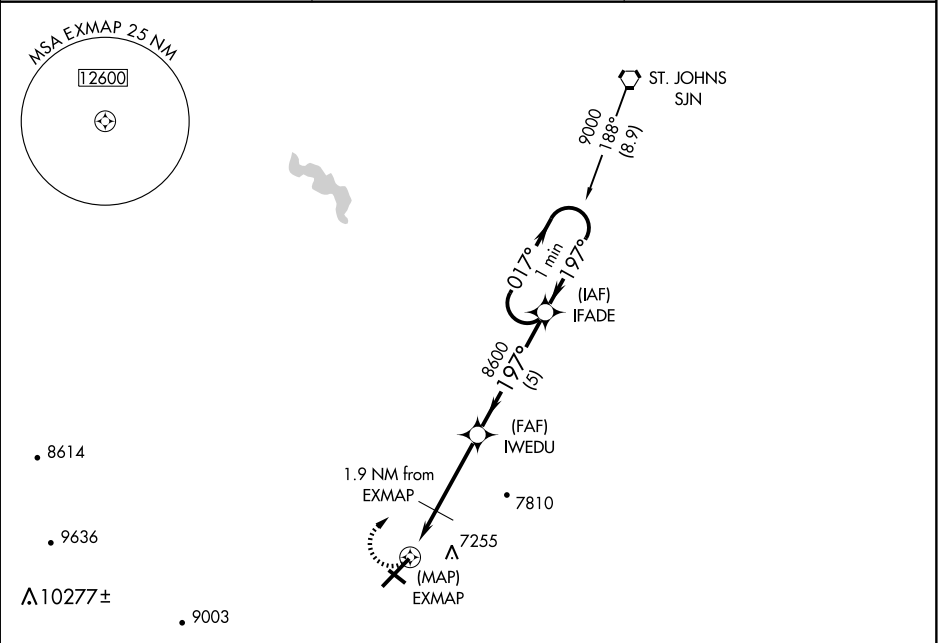
APP CRS	Rwy Idg	8422
197°	TDZE	7039
	Apt Elev	7051

















GPS RWY 21

SPRINGVILLE MUNI (D68)

<div><div>Procedure not authorized at night.</div><div>Obtain local altimeter setting on CTAF; when not received, procedure not authorized.</div></div>	MISSED APPROACH: Climbing right turn to 12000 direct IFADE WP and hold.
---	---

AWOS-3 119.65	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.8 (CTAF) 0
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<div><div><div>12000</div><div></div></div><div><div>IFADE</div><div></div></div></div>					<div><div><div>IFADE</div><div></div></div></div>				
<div><div><div>EXMAP</div><div></div></div><div><div>1.9 NM from EXMAP</div><div></div></div><div><div>1.9 NM</div><div></div></div><div><div>3.1 NM</div><div></div></div><div><div>5 NM</div><div></div></div></div>					<div><div><div>IWEDU</div><div></div></div><div><div>197°</div><div></div></div><div><div>IFADE</div><div></div></div><div><div>017°</div><div></div></div><div><div>197°</div><div></div></div><div><div>9000</div><div></div></div></div>				
<div><div><div>7700</div><div></div></div><div><div>8600</div><div></div></div></div>									
CATEGORY	A	B	C	D					
S-21	7360-1	321 (400-1)	NA						
CIRCLING	7560-1 509 (600-1)	7660-1 609 (700-1)	NA						

SW-4. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5322
136°	TDZE	5736
	Apt Elev	5737

RNAV (GPS) RWY 14

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

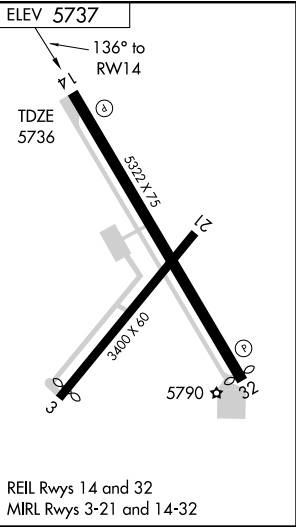
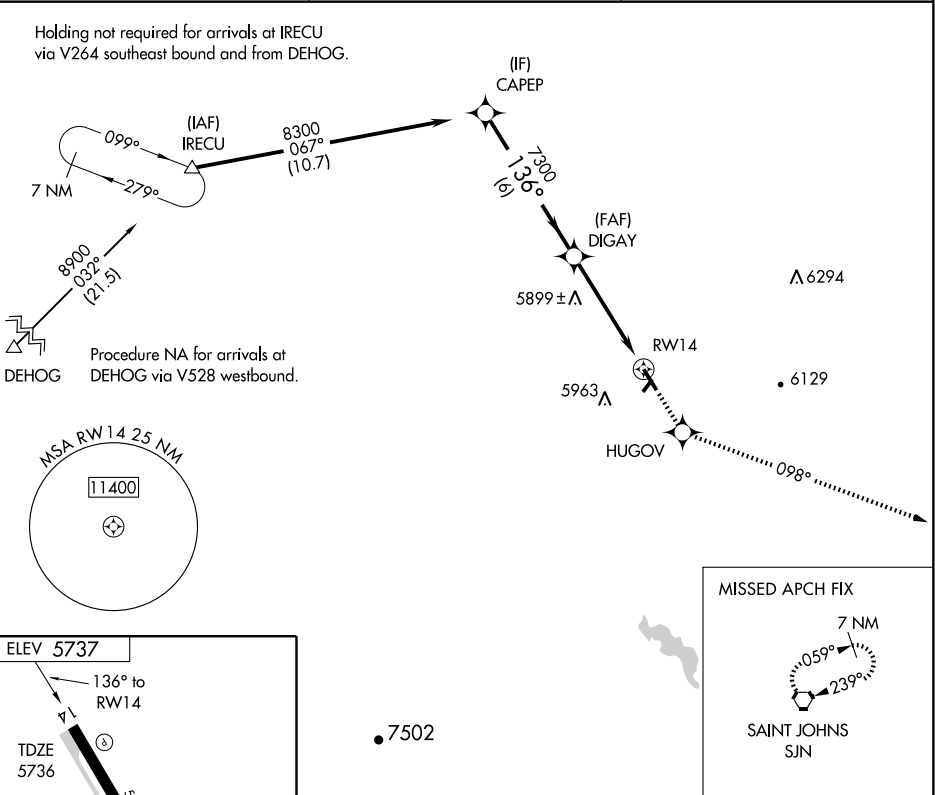
▼

▲

DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Show Low
altimeter setting and increase all MDAs 180 feet.
VDP NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9000 direct HUGOV and via
098° track to SJN VORTAC and hold, continue climb-in-hold
to 9000.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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VGS and descent angles not coincident.			
<div>CAPEP</div> <div>DIGAY</div> <div>8300</div> <div>7300</div> <div>136°</div> <div>3.04°</div> <div>TCH 40</div> <div>6 NM</div> <div>3.5 NM</div> <div>1.2</div> <div>9000</div> <div>HUGOV</div> <div>098° track</div> <div>SJN</div> <div>1.2 NM to RW14</div> <div>RW14</div>			
CATEGORY	A	B	C
LNNAV MDA	6160-1	424 (500-1)	NA
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA

APP CRS	Rwy Idg	5230
316°	TDZE	5737
	Apt Elev	5737

RNAV (GPS) RWY 32

ST. JOHNS INDUSTRIAL AIR PARK (SJN)

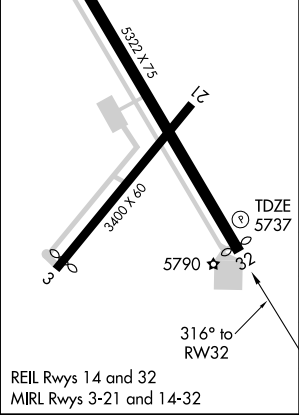
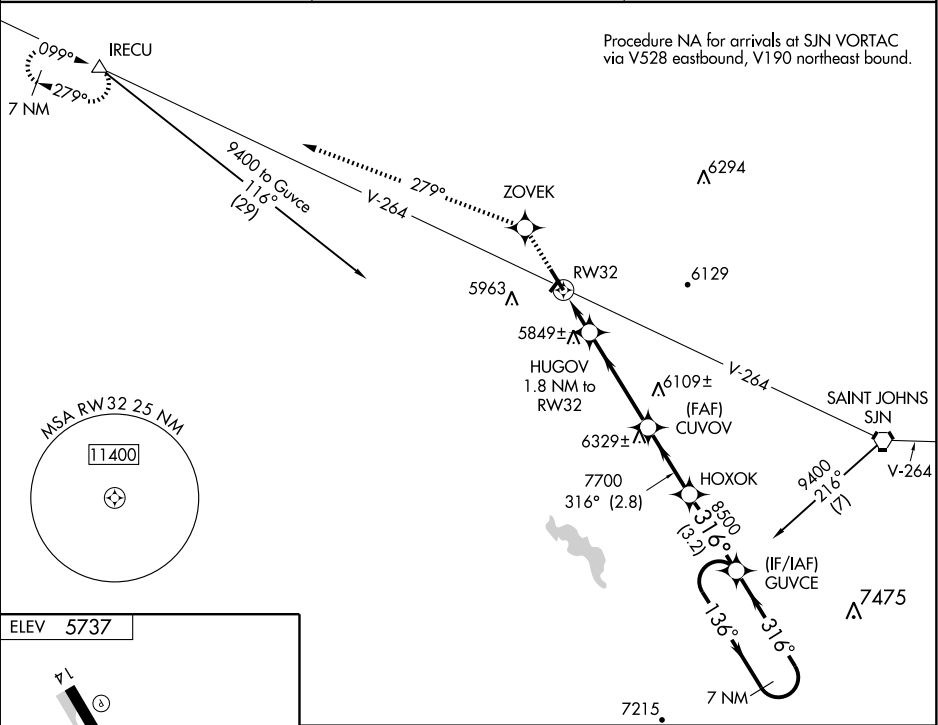
⚠ If local altimeter setting not received, use Show Low altimeter setting and increase all DAs/MDAs 180 feet. DME/DME RNP-0.3 NA.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-15°F) or above 30°C (86°F). Visibility reduction by helicopters NA.

Baro-VNAV and straight-in LNAV minimums NA when using Show Low altimeter setting.

MISSED APPROACH: Climb to 9400 direct ZOVEK and via 279° track to IRECU and hold.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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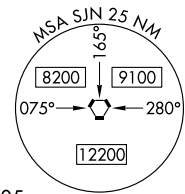
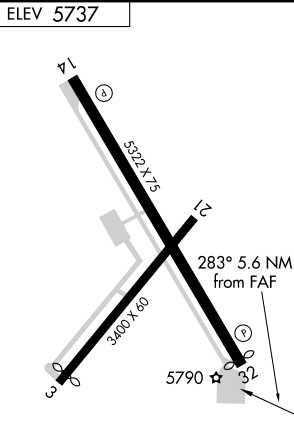
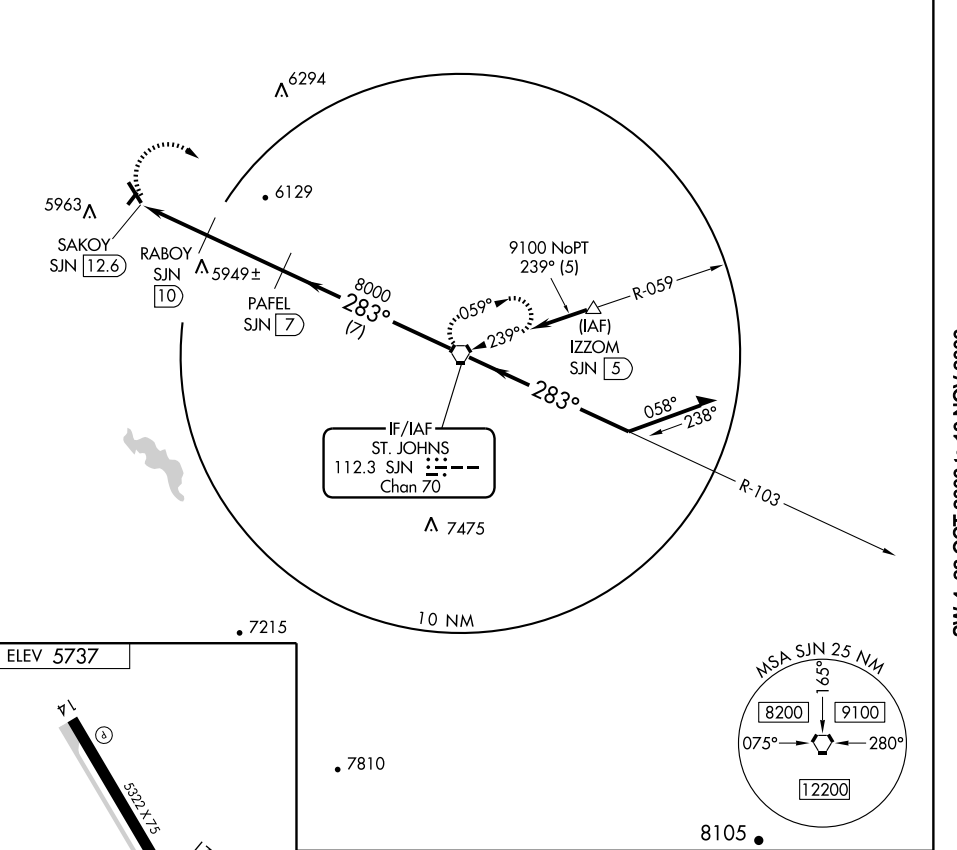


9400	ZOVEK	279° track	IRECU				
					HOXOK	GUVCE	7 NM Holding Pattern
* LNAV only	HUGOV 1.8 NM to RW32	CUVOV					
	RW32						
	6360*	7700					
	1.8 NM	4 NM	2.8 NM	3.2 NM			
CATEGORY	A	B	C	D			
LNAV/VNAV DA	6167-1½	430 (500-1½)		NA			
LNAV MDA	6140-1	403 (500-1)		NA			
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)		NA			

When local altimeter setting not received, use Show Low altimeter setting and increase all MDAs 180 feet.

MISSED APPROACH: Climbing right turn to 9100 direct SJN VORTAC and hold, continue climb-in-hold to 9100.

ASOS 134.225	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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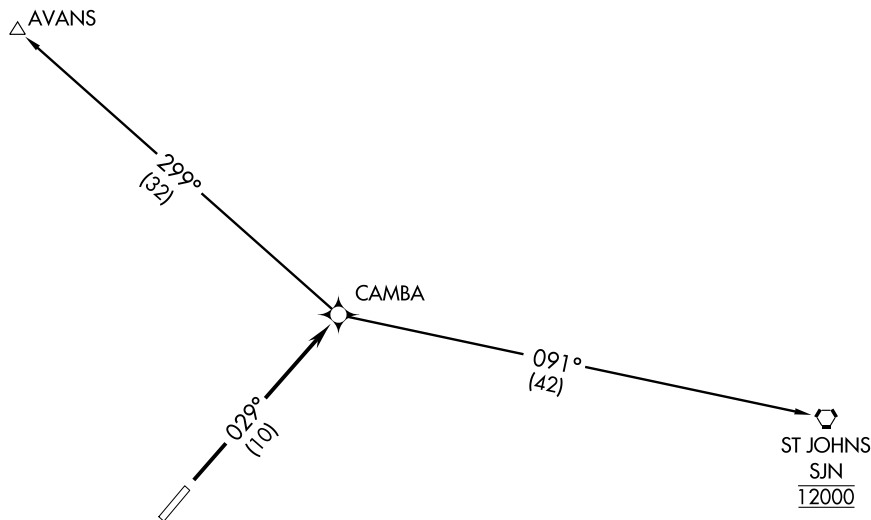


REIL Rwy 14 and 32
MIRL Rwy 3-21 and 14-32

9100	SJN 112.3	PAFEL SJN [7]	VORTAC	Remain within 10 NM
SAKOY SJN [12.6]	RABOY SJN [10]	8000	9100	9100
2.6 NM	3 NM	7 NM		
CATEGORY	A	B	C	D
CIRCLING	6240-1 503 (600-1)	6280-1 543 (600-1)	NA	

SW-4, 22 OCT 2009 to 19 NOV 2009

ALBUQUERQUE CENTER
132.9 239.05



NOTE: 1. GPS required.
2. RNAV 1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 3: Climb to 8900 via course 029° to CAMBA WP, then via assigned transition.

AVANS TRANSITION (CAMBA1.AVANS)

ST JOHNS TRANSITION (CAMBA1.SJN)

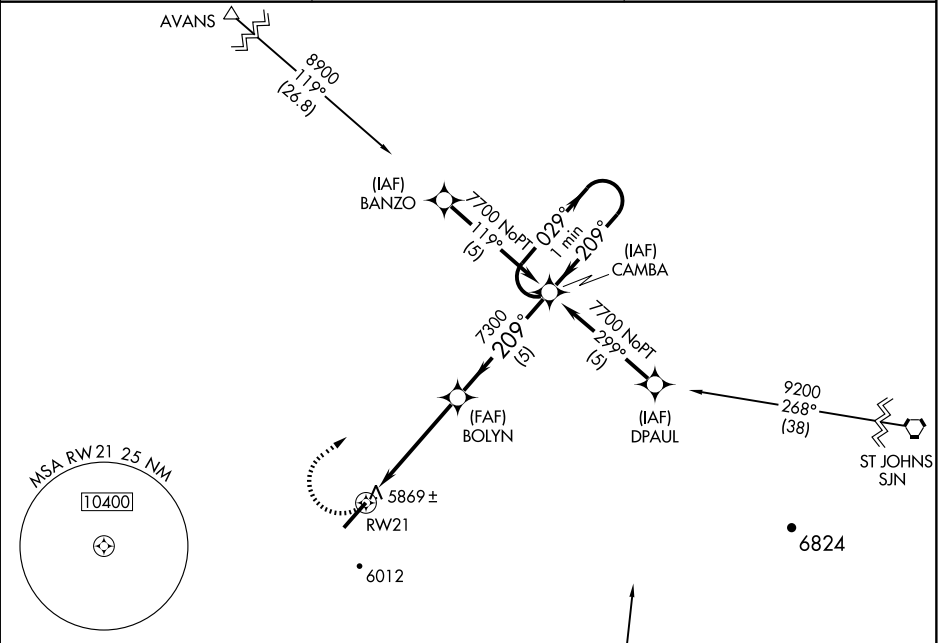
GPS RWY 21
TAYLOR MUNI (TYL)

APP CRS	Rwy Idg	7000
209°	TDZE	5759
	Apt Elev	5820


NA

MISSED APPROACH: Climbing right turn to 7700 direct CAMBA WP and hold.

AWOS-3 119.075	ALBUQUERQUE CENTER 132.9 239.05	UNICOM 122.7 (CTAF) 0
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ELEV 5820

209° to RW21

TDZE 5759


1.5% UP

7000 x 75

3

REIL Rwy 3 and 21
MIRL Rwy 3-21 0

7700 CAMBA



BOLYN

CAMBA

One Minute Holding Pattern

029°

209°

7700

7300

2.92°

TCH 35

5 NM

5 NM

CATEGORY	A	B	C	D
S-21	6120-1 361 (300-1)			6120-1¼ 361 (300-1¼)
CIRCLING	6320-1 500 (500-1)	6380-1 560 (600-1)	6380-1½ 560 (600-1½)	6480-2 660 (700-2)

SW-4. 22 OCT 2009 to 19 NOV 2009

NDB RWY 12

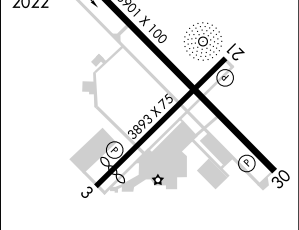
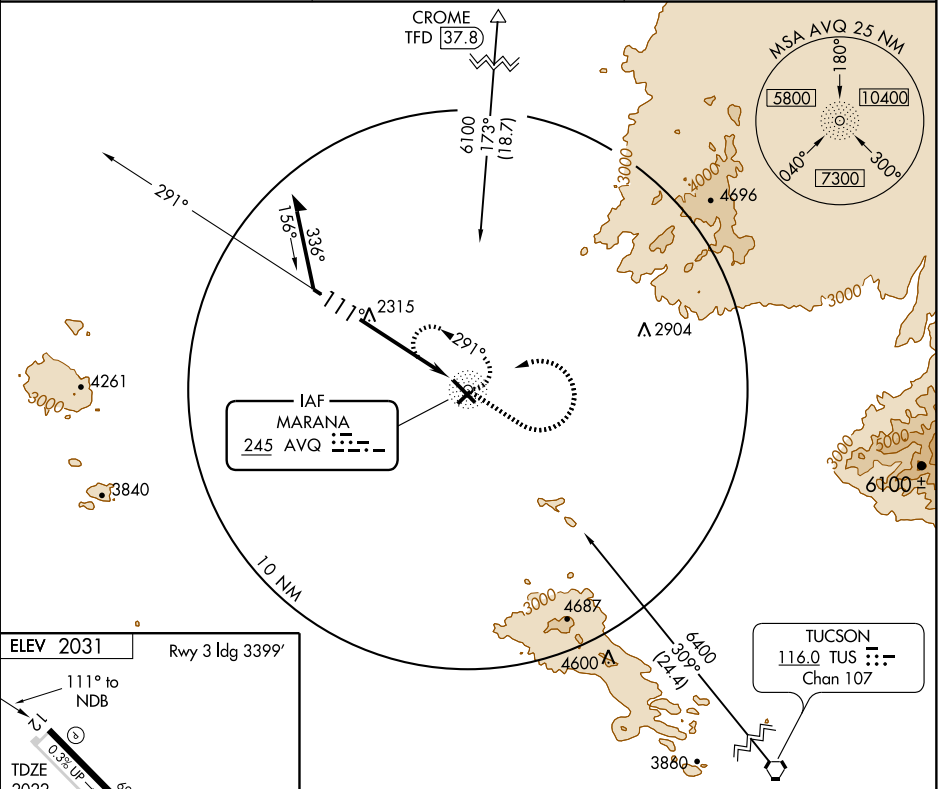
TUCSON/MARANA RGNL (AVQ)

NDB AVQ	APP CRS	Rwy Idg
245	111°	TDZE
		2022
		Apt Elev
		2031

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3900 then climbing left turn to 5800 direct AVQ NDB and hold, continue climb-in-hold to 5800.


AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF)
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REIL Rwy 12 and 30
MIRL Rwy 3-21 and 12-30


Knots	60	90	120	150	180
Min:Sec					

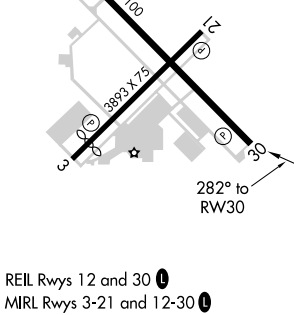
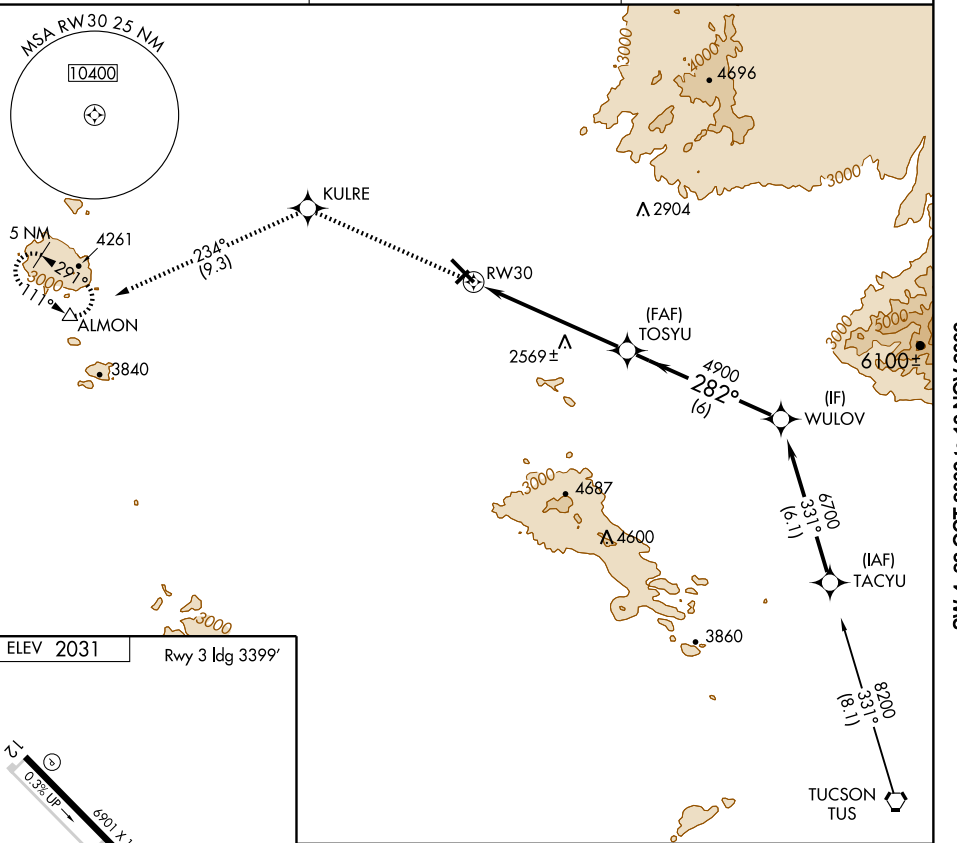
Remain within 10 NM				
NDB 4800				
4400				
291°				
111°				
Maximum procedure turn entry altitude 10000				
3900 5800 AVQ 245				
CATEGORY	A	B	C	D
S-12	3480-1¼ 1458 (1500-1¼)	3480-1½ 1458 (1500-1½)	3480-3 1458 (1500-3)	NA
CIRCLING	3480-1¼ 1449 (1500-1¼)	3480-1½ 1449 (1500-1½)	3480-3 1449 (1500-3)	NA








If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct KULRE and 234° track to ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 
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6000		234° Track	ALMON 	TOSYU	WULOV	6700
						Procedure Turn NA
6 NM		6 NM		6 NM		
CATEGORY	A	B	C	D		
CIRCLING	2820-1 789 (800-1)	2820-1¼ 789 (800-1¼)	2820-2¼ 789 (800-2¼)	NA		

SW-4. 22 OCT 2009 to 19 NOV 2009

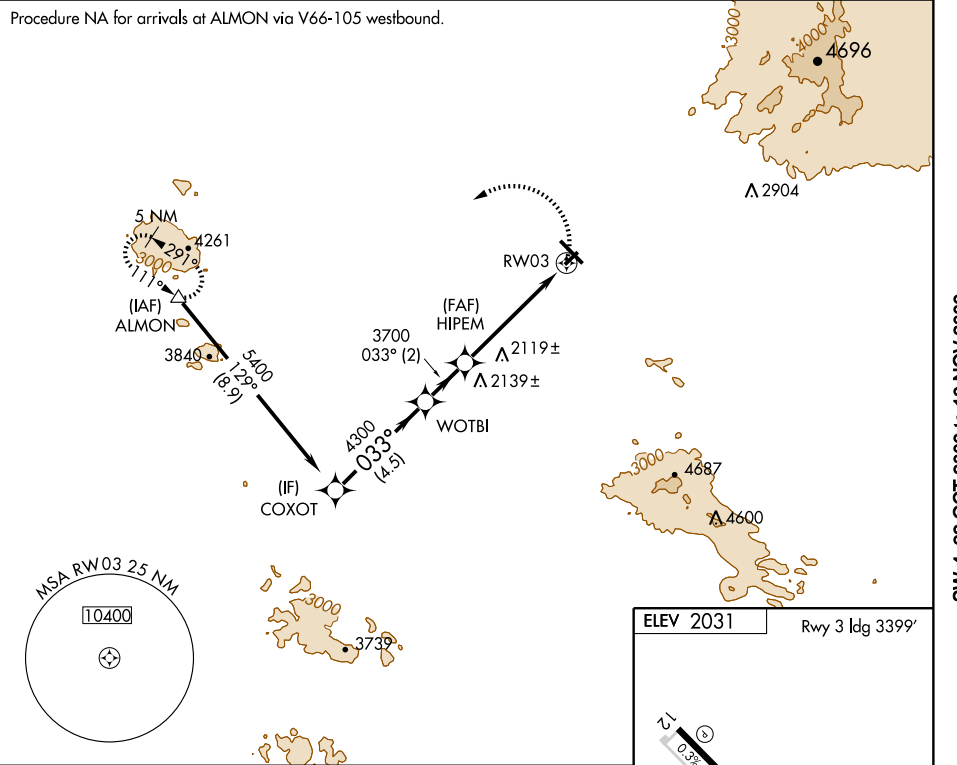
▼

▲ NA

If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

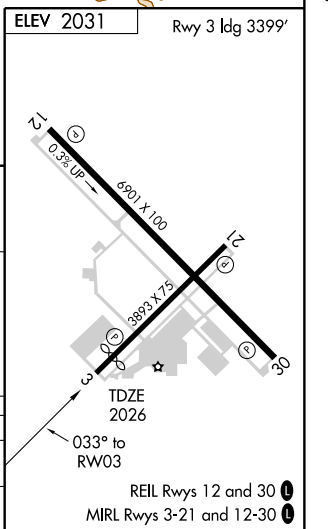
MISSED APPROACH: Climbing left turn to 6000 direct ALMON and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 0
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VGSI and descent angles not coincident.

	COXOT	WOTBI	HIPEM		6000	ALMON
	5400					△
Procedure Turn NA	033°	4300	3700	1.3 NM to RWY 3		
	4.5 NM	2 NM	3.00° TCH 35	3.8 NM	1.3 NM	
CATEGORY	A	B	C	D		
LNAV MDA	2480-1	454 (500-1)	2480-1¼ 454 (500-1¼)	NA		
CIRCLING	2480-1 449 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA		



APP CRS	Rwy Idg	6901
138°	TDZE	2022
	Apt Elev	2031

RNAV (GPS) RWY 12

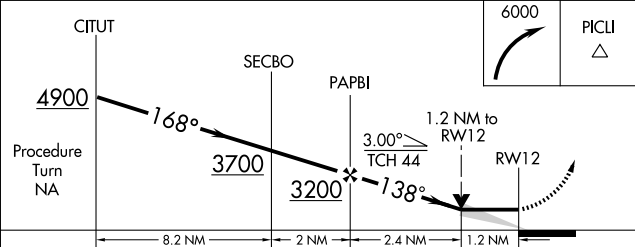
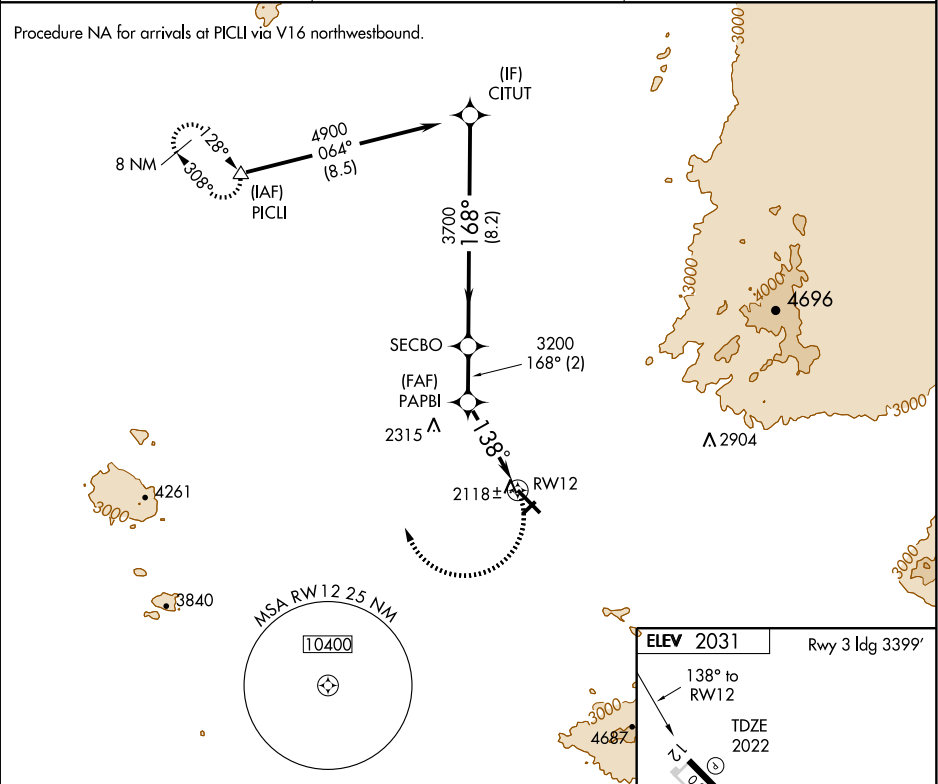
TUCSON/MARANA RGNL (AVQ)

NA If local altimeter setting not received, use Ryan Field altimeter setting and increase all MDAs 100 feet.
DME/DME RNP-0.3 NA.
VDP NA when using Ryan Field altimeter setting.

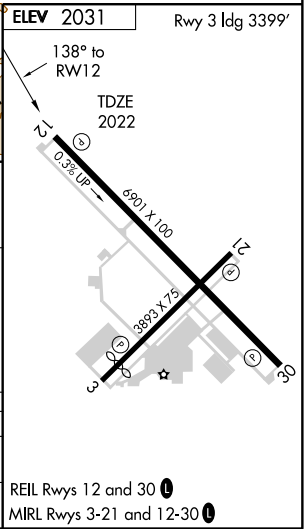
MISSED APPROACH: Climbing right turn to 6000 direct PICLI and hold, continue climb-in-hold to 6000.

AWOS-3 118.375	TUCSON APP CON 119.4 318.1	UNICOM 123.0 (CTAF) 0
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Procedure NA for arrivals at PICLI via V16 northwestbound.



CATEGORY	A	B	C	D
LNAV MDA	2440-1	418 (500-1)	2440-1½ 418 (500-1½)	NA
CIRCLING	2440-1 409 (500-1)	2500-1 469 (500-1)	2580-1½ 549 (600-1½)	NA



REIL Rwy 12 and 30 **0**
MIRL Rwy 3-21 and 12-30 **0**

MISSED APPROACH: Climb to 6000 direct TUPBO and via 267° track to ALMON and hold, continue climb-in-hold to 6000.

UNICOM
123.0 (CTAF) **L**

(IAF)
PICLI \triangle $\xrightarrow{4900, 067^\circ, (14.2)}$

Rwy 3 ldg 3399'

NABPI

FIMTU

4300

4900

Procedure
Turn
NA

ELEV 2031

Rwy 3 ldg 3399

6901 X 100

3873 X 75

0.3% UP

12

21

30

3

TDZE 2026

REIL Rwy 12 and 30

MIRL Rwy 3-21 and 12-30

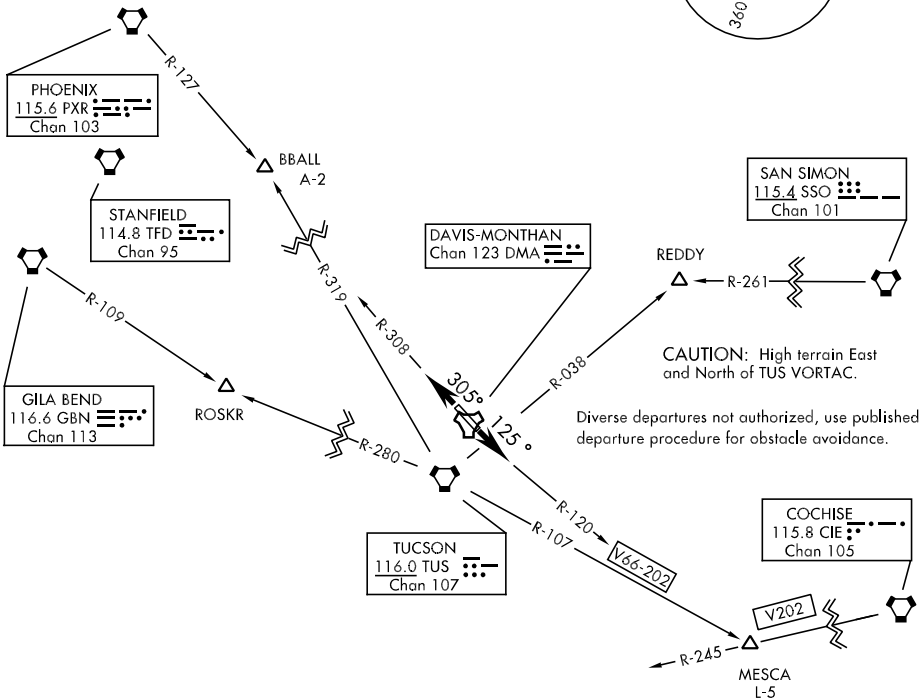
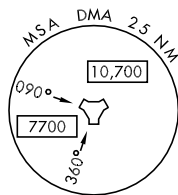
DAVIS-MONTHAN THREE DEPARTURE (VECTOR) (DMA3.DMA)

DAVIS-MONTHAN AFB
TUCSON, ARIZONA

SHL-429 [USAF]

ATIS ★ 270.1
CLNC DEL
121.8 275.8
GND CON
121.8 275.8
DAVIS-MONTHAN TOWER
118.85 253.5
TUCSON DEP CON
125.1 269.55
ALBUQUERQUE CENTER
127.95 351.8

RADAR AND DME REQUIRED



EMERG SAFE ALT 100NM 17,200

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 12: Climb on track 125°, intercept DMA R-120 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF RWY 30: Climb on track 305°, intercept DMA R-308 for vectors to assigned fix or route. Maintain 17,000 or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOST COM: Immediately climb to minimum safe altitude or last ATC assigned altitude, whichever is higher. Proceed to next assigned NAVAID or return to appropriate IAF for Davis-Monthan AFB active runway.

TUCSON, ARIZONA

HI-ILS RWY 30

LOC I-DMA
109.3

APCH CRS
305°

Rwy Idg **13,643**
TDZE **2704**
Arprt Elev **2704**

JAL-429 [USAF]

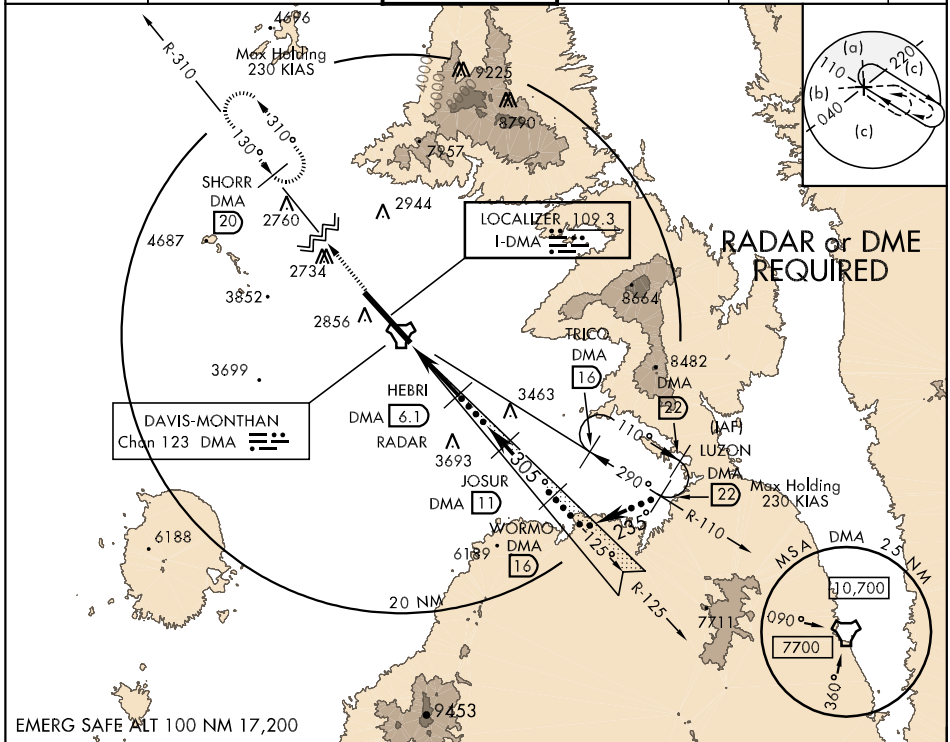
DAVIS-MONTHAN AFB (KDMA)

▼ * When ALS inop, increase vis $\frac{1}{4}$ mile.
** When ALS inop, increase vis $\frac{1}{2}$ mile.
*** Circling not authorized S of Rwy 12-30.

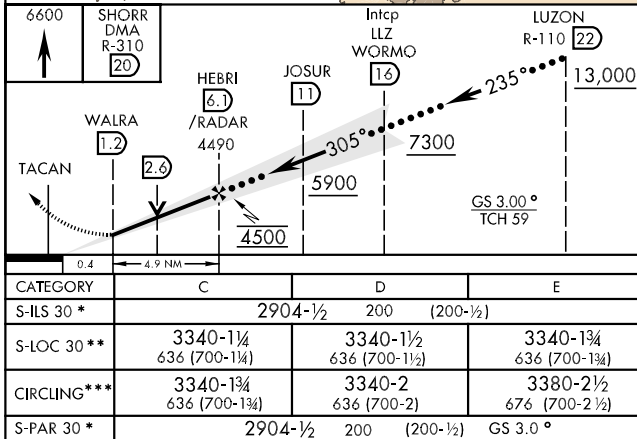


MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

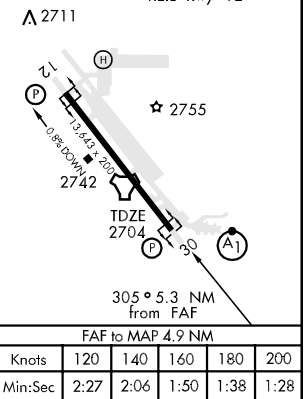
ATIS★ 270.1	TUCSON APP CON 119.4 318.1 (066° - 274°) 125.1 269.55 (275° - 065°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100 NM 17,200



ELEV 2704 HIRL Rwy 12-30
REIL Rwy 12



TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orin 07298

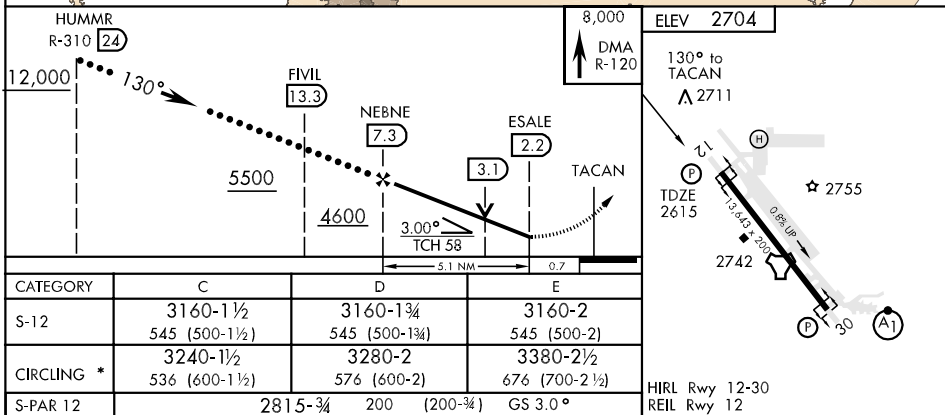
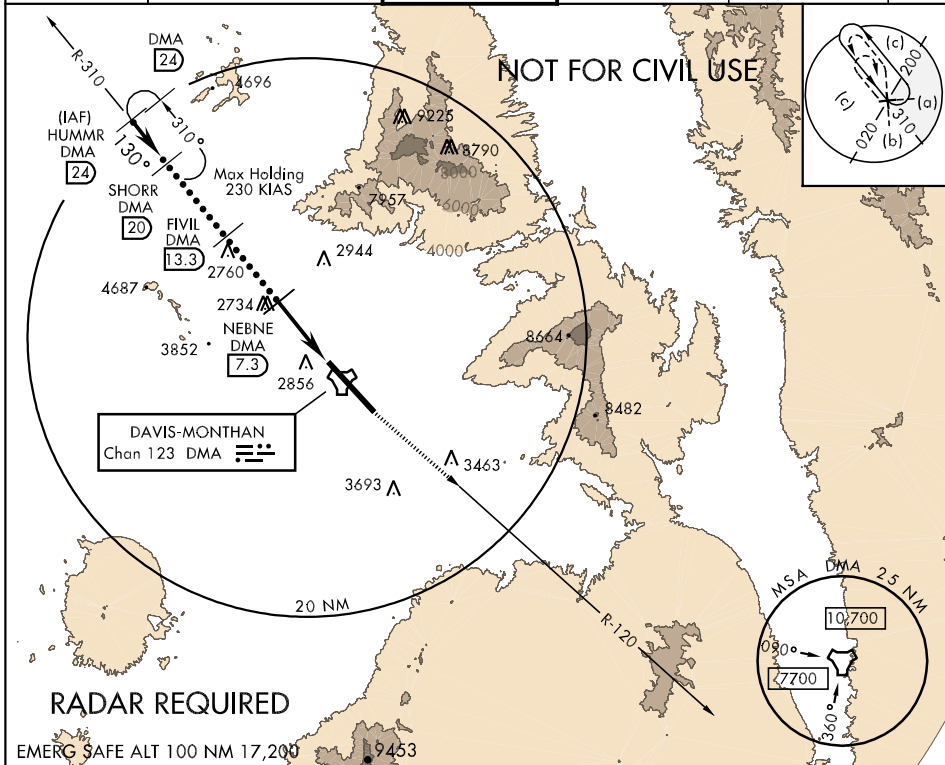
HI-ILS RWY 30

SW-4, 22 OCT 2009 to 19 NOV 2009

TACAN DMA Chan 123	APCH CRS 130°	Rwy Idg 13,643 TDZE 2615 Arpt Elev 2704	JAL-429 [USAF]	DAVIS-MONTHAN AFB (KDMA)
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<p>T * Circling not authorized S of Rwy 12-30.</p>	<p>MISSED APPROACH: Track outbound on DMA R-120 to 8000 expect RADAR vectors.</p>
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ATIS ★ 270.1	TUCSON APP CON 125.1 269.55 (090° - 285°) 119.4 318.1 (275° - 089°)	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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DAVIS-MONTHAN AFB (KDMA)

T * When ALS inop, increase vis ½ mile.
 ** Circling not authorized S of Rwy 12-30.
 *** When ALS inop, increase vis ¼ mile.

ALSF-1

MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

ATIS ★
270.1

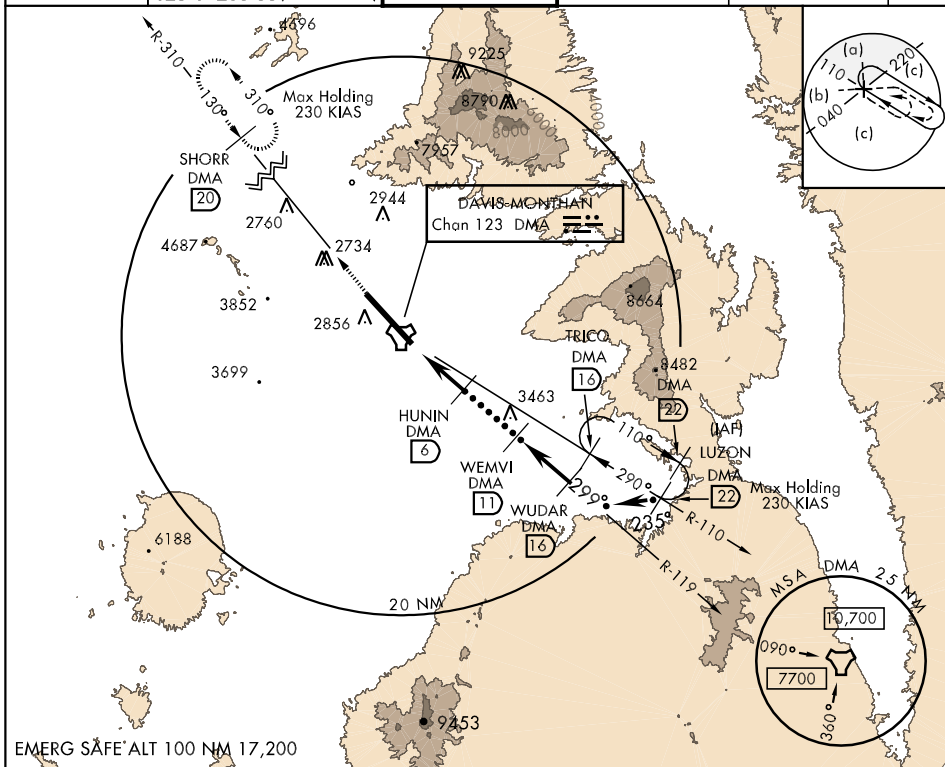
TUCSON APP CON
119.4 318.1 (066° - 274°
125.1 269.55 (275° - 065°

DAVIS-MONTHAN
TOWER
118.85 253.5

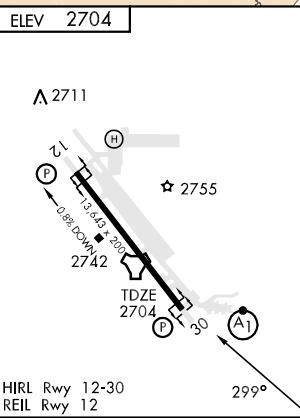
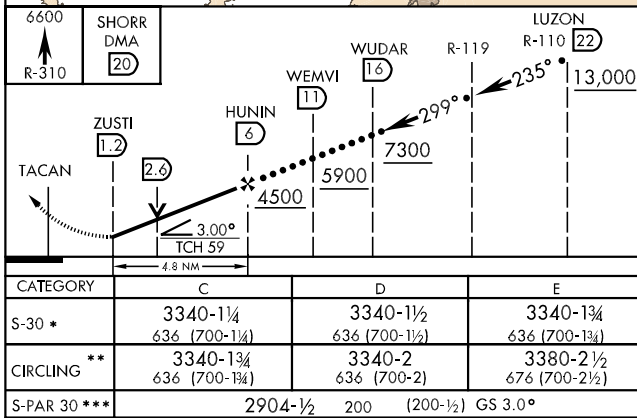
GND CON
121.8 275.8

CLNC DEL
121.8 275.8

PAR



EMERG SAFE ALT 100 NM 17.200



TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 07298

ULTA CANALRYA 20

SW-4, 22 OCT 2009 to 19 NOV 2009

TUCSON, ARIZONA

ILS or LOC RWY 30

LOC I-DMA
109.3APCH CRS
305°Rwy Idg **13,643**
TDZE **2704**
Arprt Elev **2704**

AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)



* When ALS inop, increase vis ½ mile.
 ** When ALS inop, increase vis ½ mile.
 *** Circling not authorized S of Rwy 12-30.

ALSF-1



MISSED APPROACH: Climb to 6600 out DMA R-310
 to 20 DME and hold.

ATIS★
270.1

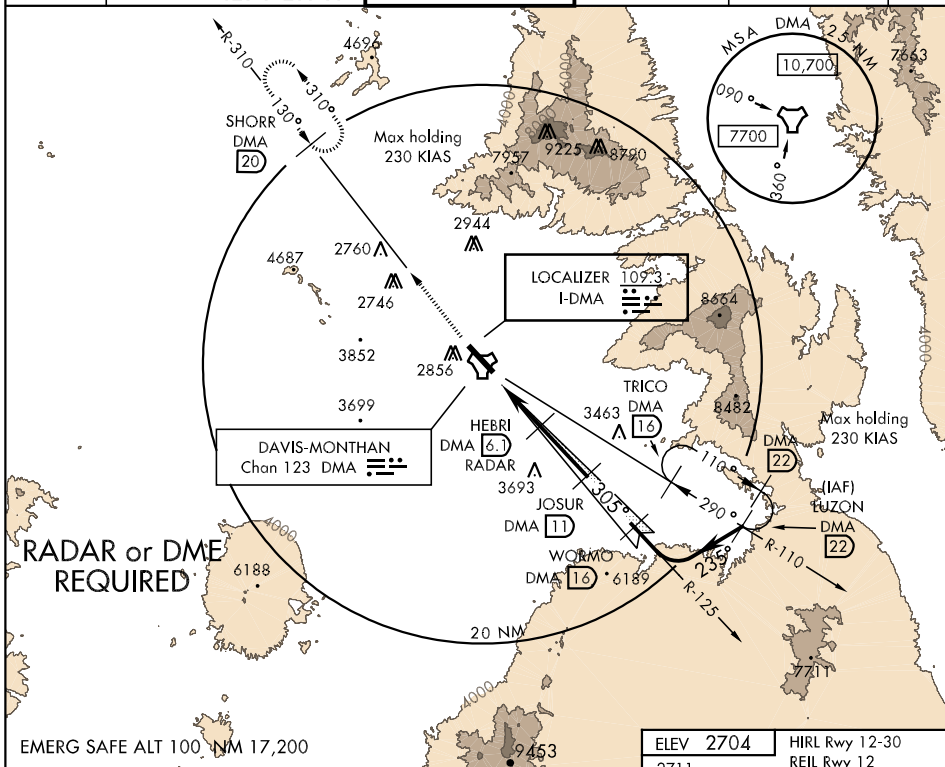
TUCSON APP CON
 066°-274° **119.4 318.1**
 275°-065° **125.1 269.55**

DAVIS-MONTHAN TOWER
118.85 253.5

GND CON
121.8 275.8

CLNC DEL
121.8 275.8

PAR



CATEGORY	A	B	C	D	E
S-ILS 30 *	2904-½ 200 (200-½)				
S-LOC 30 **	3340-½ 636 (700-½)	3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)
CIRCLING ***	3340-1 636 (700-1)	3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)
S-PAR 30 *	2904-½ 200 (200-½) GS 3.0°				

TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 07298

ILS or LOC RWY 30

SW-4, 22 OCT 2009 to 19 NOV 2009

TACAN DMA
Chan 123

APCH CRS
130°

Rwy Idg	13,643
TDZE	2615
Arpt Elev	2704

AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)

T ** Circling not authorized S of Rwy 12-30.

MISSED APPROACH: Track outbound on DMA R-120 to 8000 MSL expect RADAR vectors.

ATIS★
270.1

TUCSON APP CON			
090°-285°	125.1	269.55	
286°-089°	119.4	318.1	

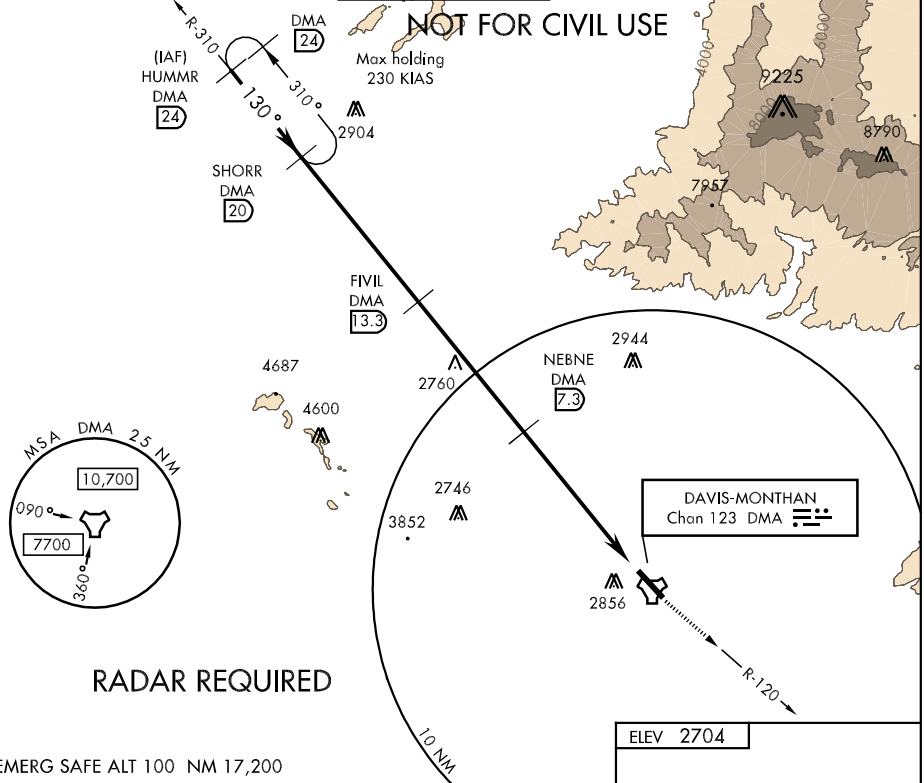
DAVIS-MONTHAN TOWER
118.85 253.5

GND CON
121.8 275.8

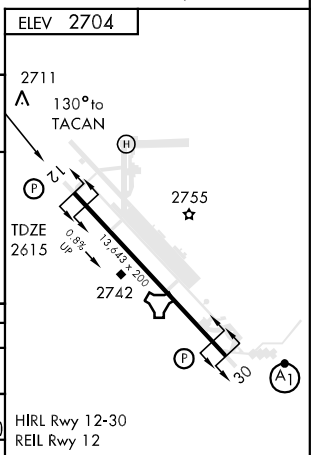
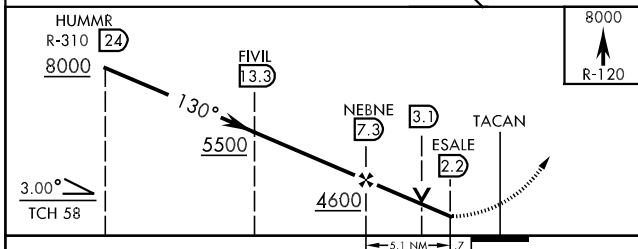
CLNC DEL
121.8 275.8

PAR

NOT FOR CIVIL USE



EMERG SAFE ALT 100 NM 17,200



TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

Orig 07298

TAGALBAY 10

TACAN DMA Chan 123	APCH CRS 299°	Rwy Idg 13,643 TDZE 2704 Arprt Elev 2704
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AL-429 [USAF]

DAVIS-MONTHAN AFB (KDMA)



ALSF-1



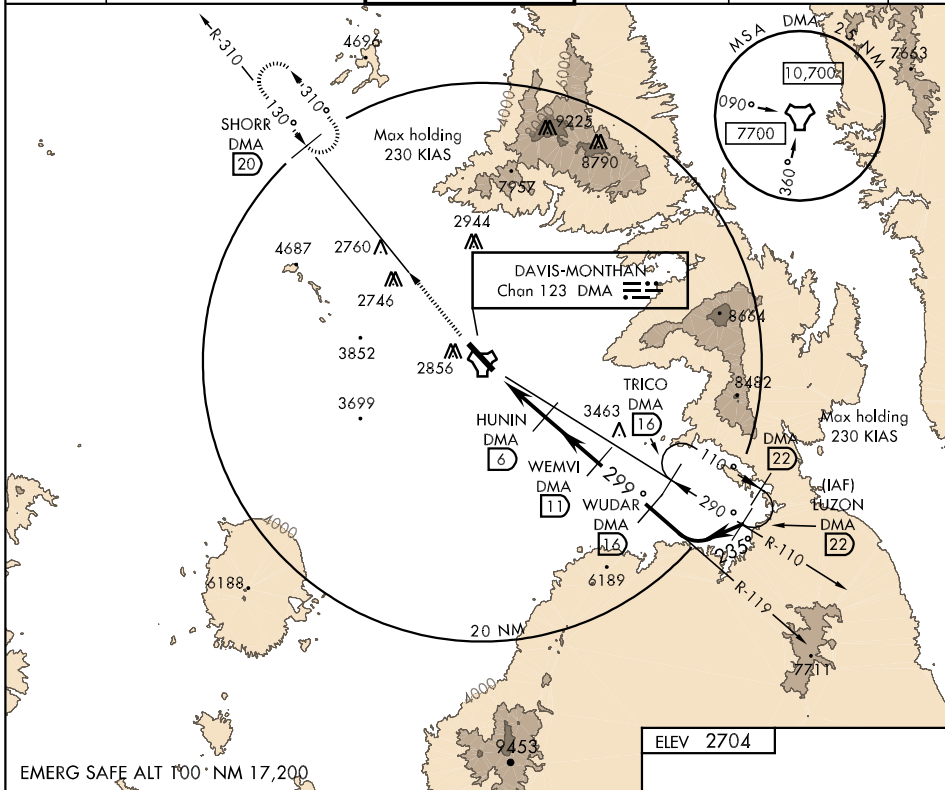
MISSED APPROACH: Climb to 6600 out DMA R-310 to 20 DME and hold.

* When ALS inop, increase vis ½ mile.

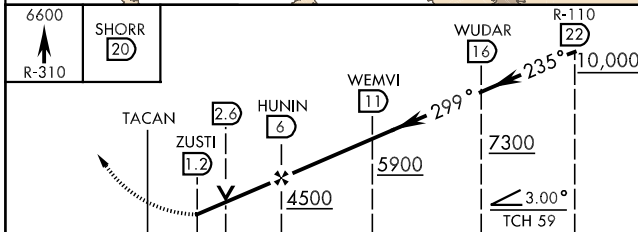
** Circling not authorized S of Rwy 12-30.

*** When ALS inop, increase vis ¼ mile.

ATIS★ 270.1	TUCSON APP CON 066°-274° 119.4 318.1 275°-065° 125.1 269.55	DAVIS-MONTHAN TOWER 118.85 253.5	GND CON 121.8 275.8	CLNC DEL 121.8 275.8	PAR
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EMERG SAFE ALT 100° NM 17,200



CATEGORY	A	B	C	D	E
S-30 *	3340-½ 636 (700-½)	3340-1¼ 636 (700-1¼)	3340-1½ 636 (700-1½)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)
CIRCLING **	3340-1 636 (700-1)	3340-1¾ 636 (700-1¾)	3340-2 636 (700-2)	3380-2 ½ 676 (700-2½)	3380-3 676 (700-3)
S-PAR 30***	2904-½ 200 (200-½) GS 3.0°				

TUCSON, ARIZONA

32°10'N-110°53'W

DAVIS-MONTHAN AFB (KDMA)

HIREL Rwy 12-30
REIL Rwy 12

299° to TACAN

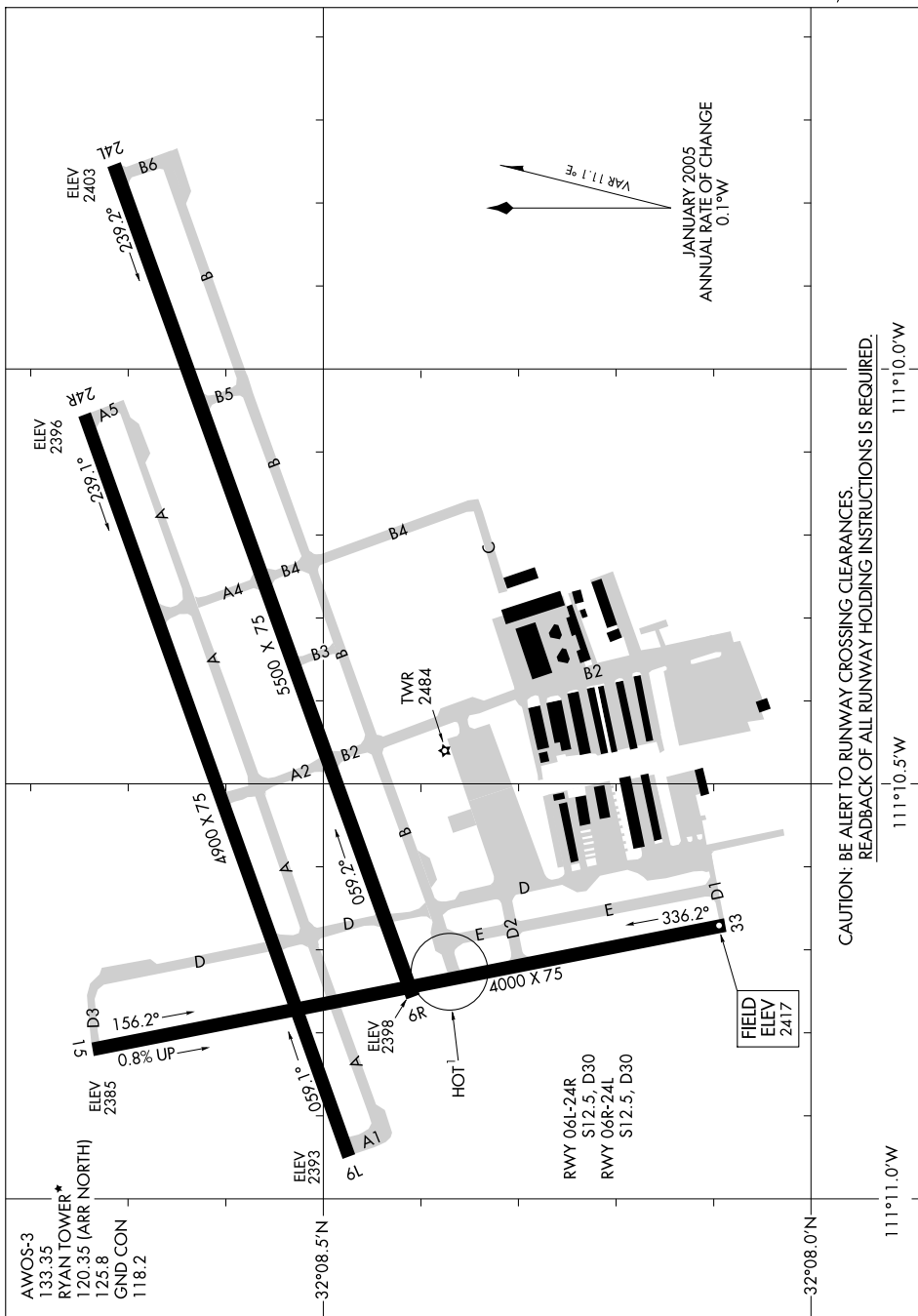
TACAN DMA 20

AIRPORT DIAGRAM

AL-6513 (EAA)

TUCSON/RYAN FIELD (RYN)

TUCSON, ARIZONA



SW-4, 22 OCT 2009 to 19 NOV 2009

LOC I-FI	APP CRS	Rwy Idg	5500
111.1	058°	TDZE	2402
		Apt Elev	2417

ILS or LOC RWY 6R

TUCSON/RYAN FIELD (RYN)



NA

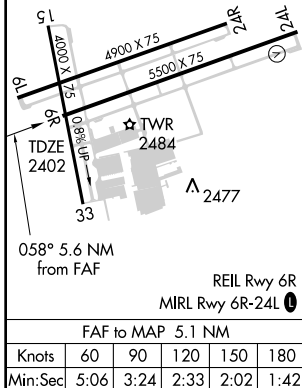
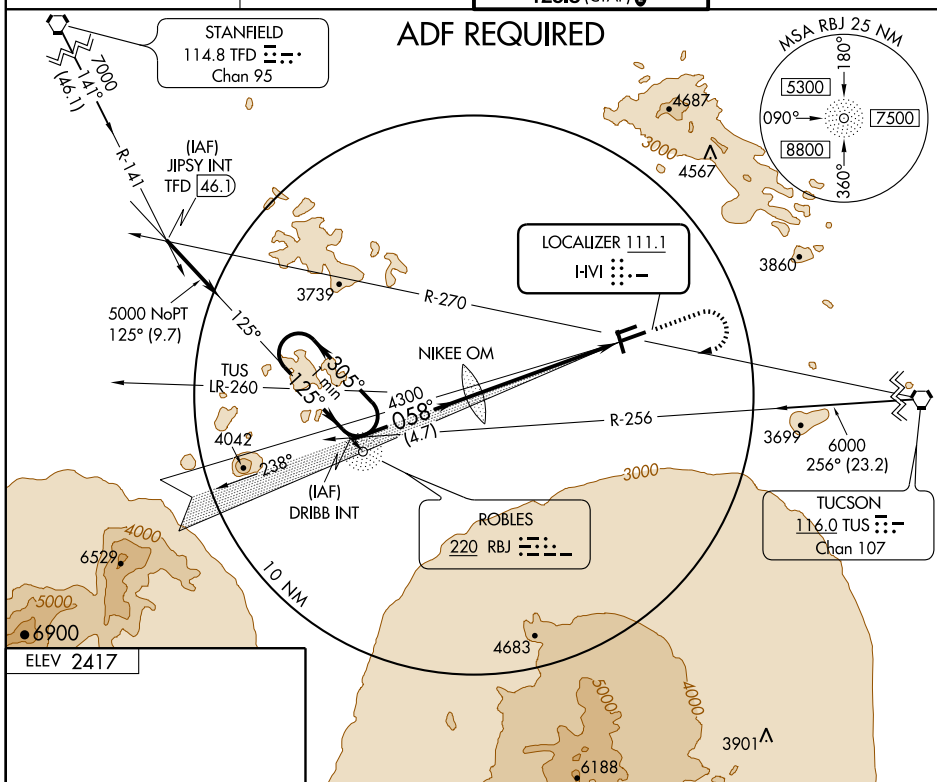
MISSED APPROACH: Climb to 3000, then climbing right turn to 5000 via direct RBJ NDB and 305° bearing RBJ to DRIBB Int and hold.

AWOS-3
133.35

TUCSON APP CON
128.5 395.9

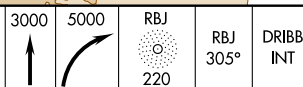
RYAN TOWER★
120.35 (ARR N)
125.8 (CTAF) 0

GND CON
118.2



One Minute
Holding Pattern

DRIBB INT



5000

305°

125°

GS 3.00°

TCH 50

4.7 NM

5.6 NM

CATEGORY

S-ILS 6R

S-LOC 6R

CIRCLING

2652-1

250 (300-1)

2900-1

498 (500-1)

2900-1 1/4

498 (500-1 1/4)

2900-1 1/2

498 (500-1 1/2)

2980-2

563 (600-2)

NDB RYN 338	APP CRS 074°	Rwy Idg TDZE Apt Elev 5500 2400 2415
-----------------------	------------------------	--

NDB/DME or GPS RWY 6R

TUCSON/ RYAN FIELD (RYN)

NA DME from TUS VORTAC
Simultaneous reception of RYN NDB and TUS DME required.

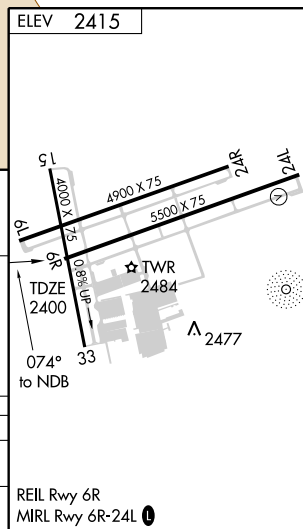
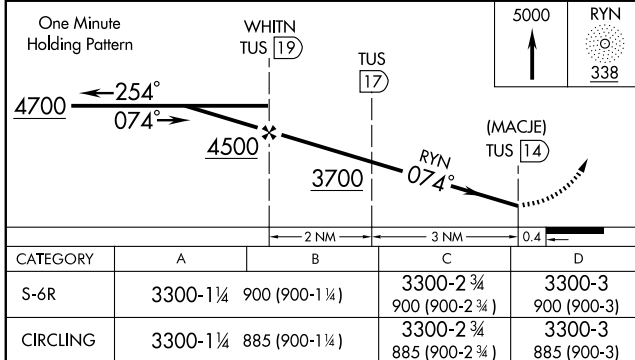
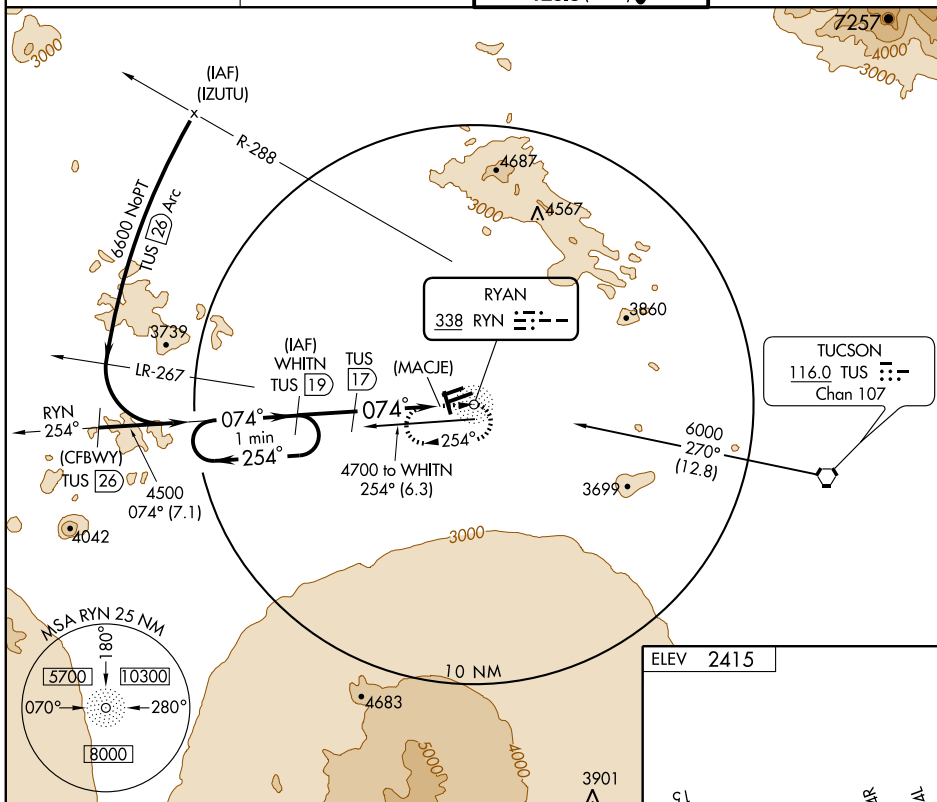
MISSED APPROACH: Climb to 5000 direct RYN NDB and hold.

AWOS-3
133.35

TUCSON APP CON
128.5 395.9

RYAN TOWER ★
120.35 (ARR N)
125.8 (CTAF) 0

GND CON
118.2



AIRPORT DIAGRAM

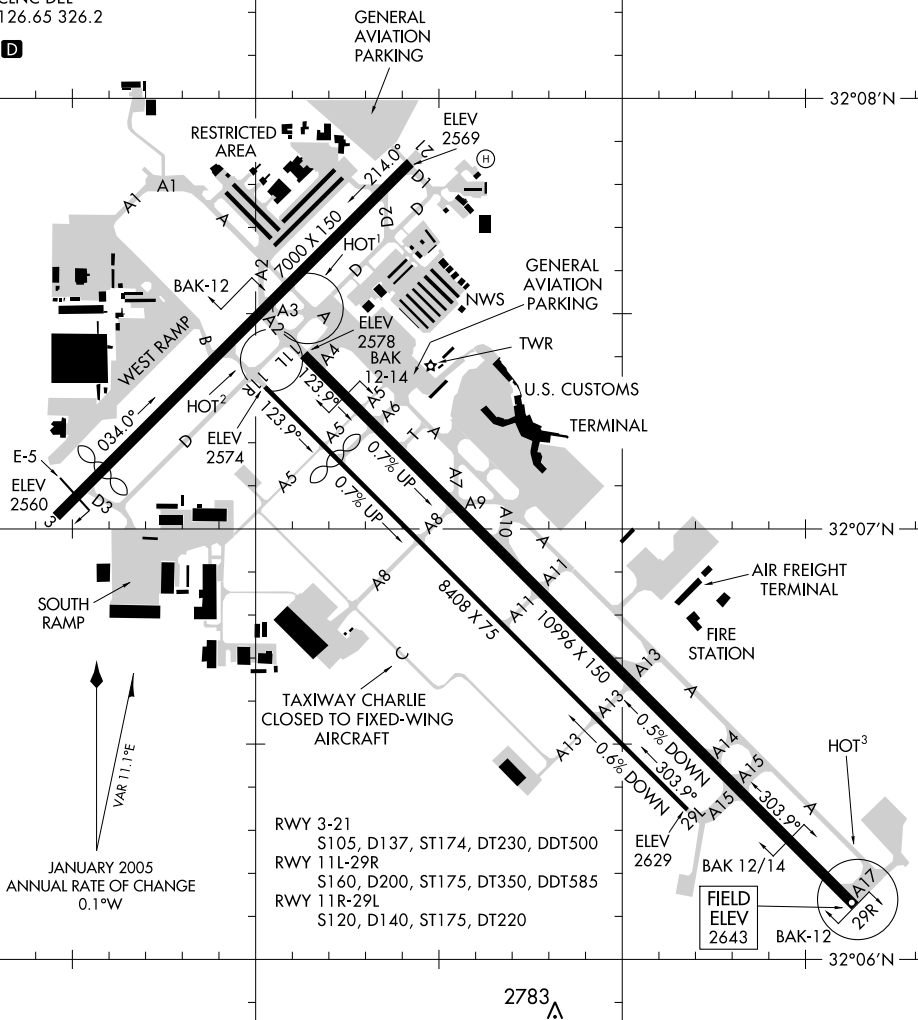
AL-430 (FAA)

TUCSON INTL (TUS)

TUCSON, ARIZONA

ATIS
123.8 279.65
TUCSON TOWER
118.3 257.8
GND CON
124.4 348.6
CLNC DEL
126.65 326.2

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

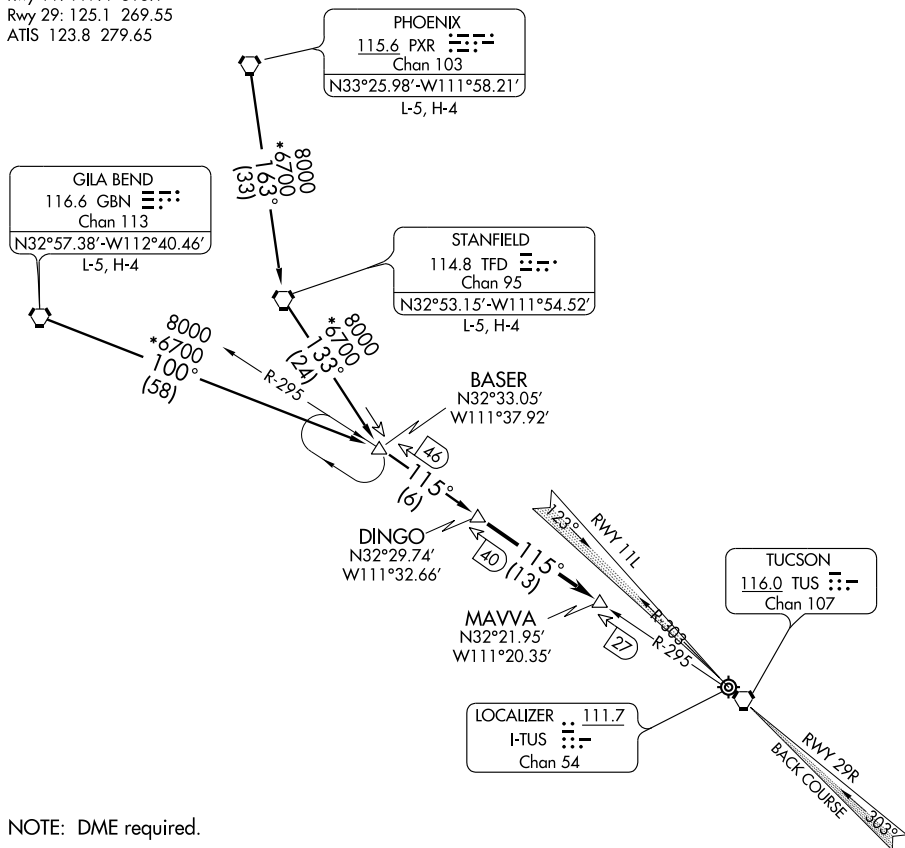
ALL AIRCRAFT USE UPPER ANTENNA UNTIL AIRBORNE

TUCSON APP CON

Rwy 11: 119.4 318.1

Rwy 29: 125.1 269.55

ATIS 123.8 279.65



NOTE: DME required.

NOTE: Chart not to scale.

GILA BEND TRANSITION (GBN.DINGO5): From over GBN VORTAC via GBN R-100 to BASER INT, then via TUS R-295 to DINGO INT. Thence....

PHOENIX TRANSITION (PXR.DINGO5): From over PXR VORTAC via PXR R-163 to TFD VORTAC. Then via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

STANFIELD TRANSITION (TFD.DINGO5): From over TFD VORTAC via TFD R-133 to BASER INT. Then via TUS R-295 to DINGO INT. Thence....

....From over DINGO INT via TUS R-295 to MAVVA INT. Thence, for Runway 11L via heading 075° to intercept I-TUS localizer or TUS VORTAC R-303, and expect approach clearance for Rwy 11L. For Runway 29R expect radar vectors to final approach course Runway 29R.

MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.

ADF or DME REQUIRED
Radar or ADF required for arrivals at DINGO

DINGO
TUS **40**
RADAR

8000
095°
(11.9)

6000 NoPT
to LIPT
123° (11.4)

TUS
R-303

(IAF)
TACUB INT
TUS **29.1**

095°

MARANA
245 AVQ **123-1**

(IF/IAF)
LIPT INT
I-TUS **17.5**

WASON INT
I-TUS **12.5**

CALLS INT
I-TUS **10.2**

POCIB INT
I-TUS **8.2**

PARCS INT
I-TUS **4.8**

RYAN
338 RYN **123-1**
TUS **12.8**

LOCALIZER **111.7**
I-TUS **123-1**
Chan 54

SSAND
TUS **30**

HUGIK
I-TUS **2.5**

TUCSON
116.0 TUS **123-1**
Chan 107

LIPT INT
I-TUS **17.5**

WASON INT
I-TUS **12.5**

TUS
R-270

RYN

One Minute

4000

6000

10 NM

150°

060°

MSA TUS 25 NM

6600

10700

9225 ±

7957

4000

5000

3000

2856

2828

7500 to LIPT

303° (17.8)

10700

251° (30)

2783

2829

2939 ±

4060 ±

4567

4687

5500

5000 (2.3)

4600 (2)

197°

215°

231°

252°

090°

270°

180°

303°

123°

1 min

ELEV	2643	D			
<p>123° 6.1 NM from FAF Λ 2691 TDZE 2599 TWR 2734 REIL Rwy 21 REIL Rwys 29L and 29R (Daylight hours only) HIRL Rwy 11L-29R MIRL Rwys 3-21 and 11R-29L</p>					
FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D	E
S-ILS 11L	2800/24 201 (200-½)				
S-LOC 11L	3480-1¼ 881 (900-1¼)	3480-2¾ 881 (900-2¾)	3480-3 881 (900-3)		
CIRCLING	3480-1¼ 837 (900-1¼)	3480-2¾ 837 (900-2¾)	3480-3 837 (900-3)	3740-3 1097 (1100-3)	
PARCS FIX MINIMUMS					
S-LOC 11L	2900/24 301 (300-½)		2900/40	301 (300-¾)	
CIRCLING	3100-1 457 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

LOC/DME I-TUS 111.7 Chan 54	APP CRS 303°	Rwy Idg 10996 TDZE 2643 Apt Elev 2643
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LOC/DME BC RWY 29R
TUCSON INTL (TUS)

T
A Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6800 via TUS VORTAC R-308 to PIMMA/TUS VORTAC 20 DME and hold.

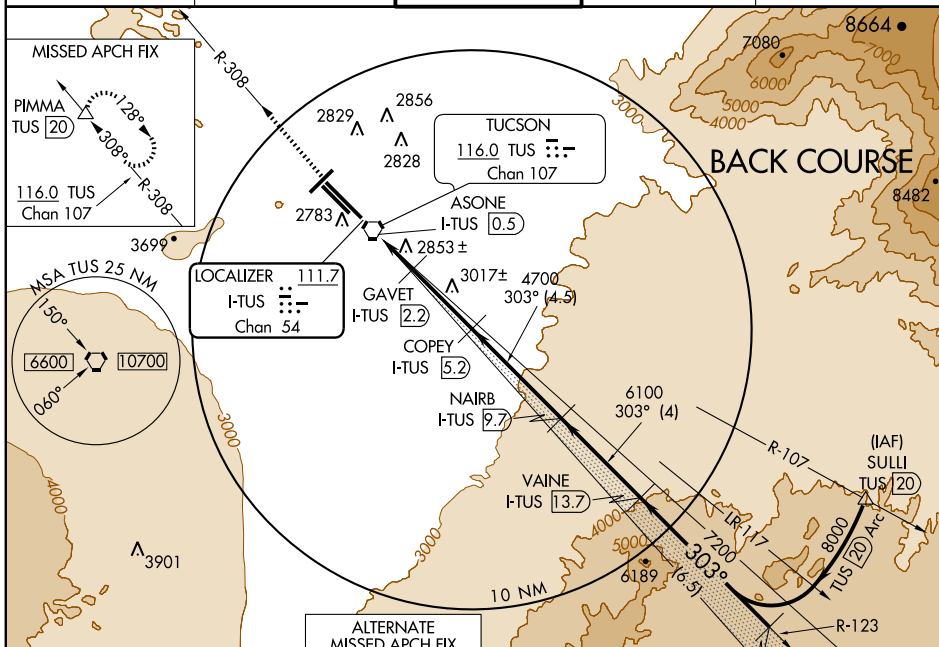
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

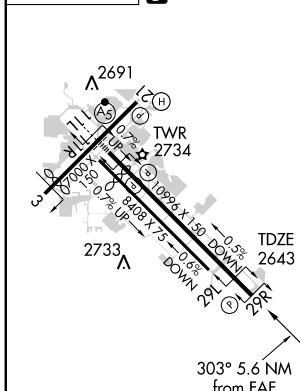
TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

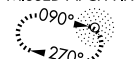
CLNC DEL
126.65 326.2



ELEV 2643	D
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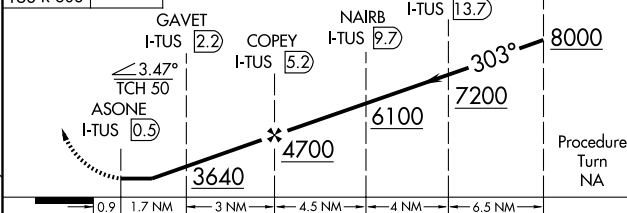
ALTERNATE MISSED APCH FIX



RYAN
338 RYN ::::

6800 ↑ TUS R-308	PIMMA △
------------------------	------------

Use I-TUS DME when on the localizer course.
VGSI and descent angles not coincident.
Disregard glide slope indications. VANE



Procedure
Turn
NA

CATEGORY	A	B	C	D	E
S-29R	3120-1	477 (500-1)	3120-1¼ 477 (500-1¼)	3120-1½ 477 (500-1½)	3120-1¾ 477 (500-1¾)
CIRCLING	3120-1 477 (500-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)	3740-3 1097 (1100-3)

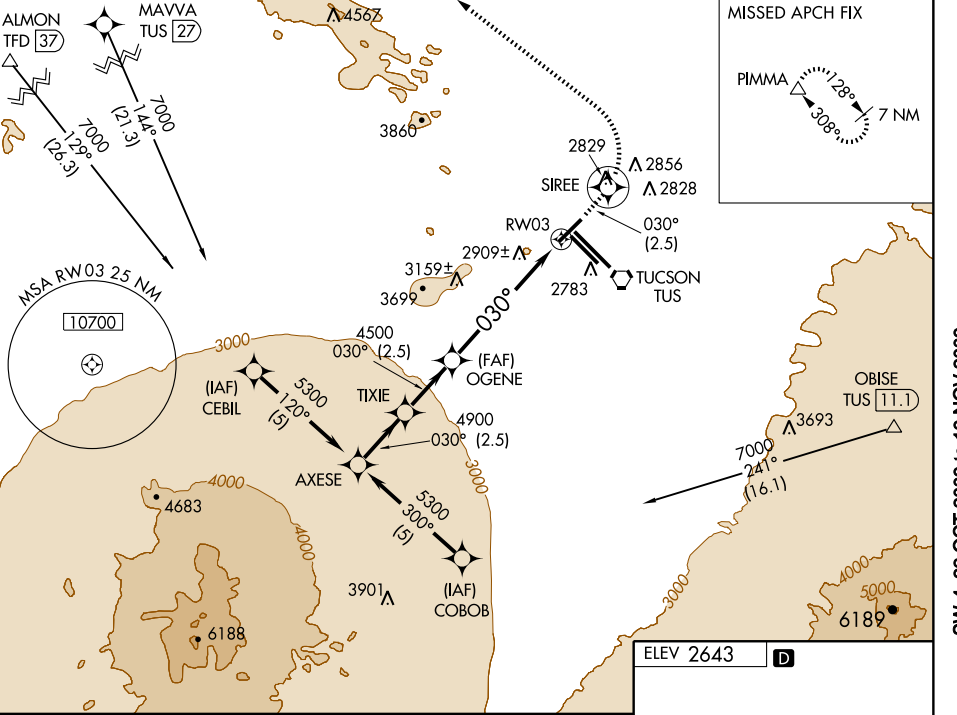
▼

▲

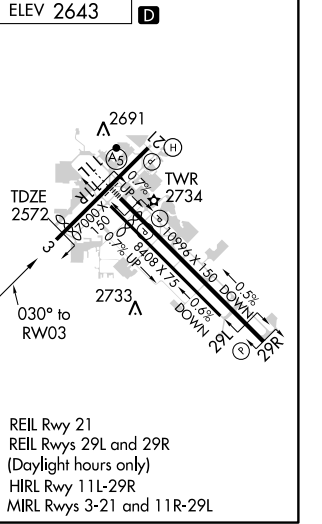
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 via 030° course to
SIREE, and climbing left turn direct PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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AXESE		TIXIE		OGENE		RW03	
5300		4900		4500		6500	
Procedure Turn NA		030°		030°		030°	
GS 3.00° TCH 50		2.5 NM		2.5 NM		4.1 NM	
CATEGORY		A		B		C	
GLS PA DA		NA		NA		D	
LNAV/VNAV		DA		3176-2¼		604 (600-2¼)	
LNAV MDA		3160-1		588 (600-1)		3160-1½	
CIRCLING		3160-1		3220-1		3220-2	
		517 (600-1)		577 (600-1)		577 (600-1½)	



APP CRS	Rwy Idg	6998
123°	TDZE	2605
	Apt Elev	2643

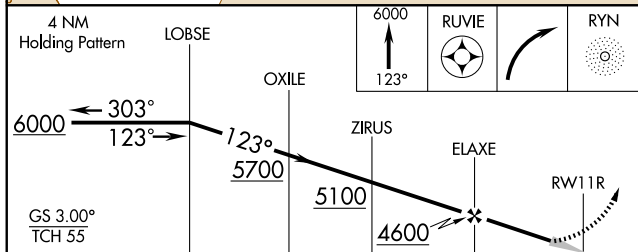
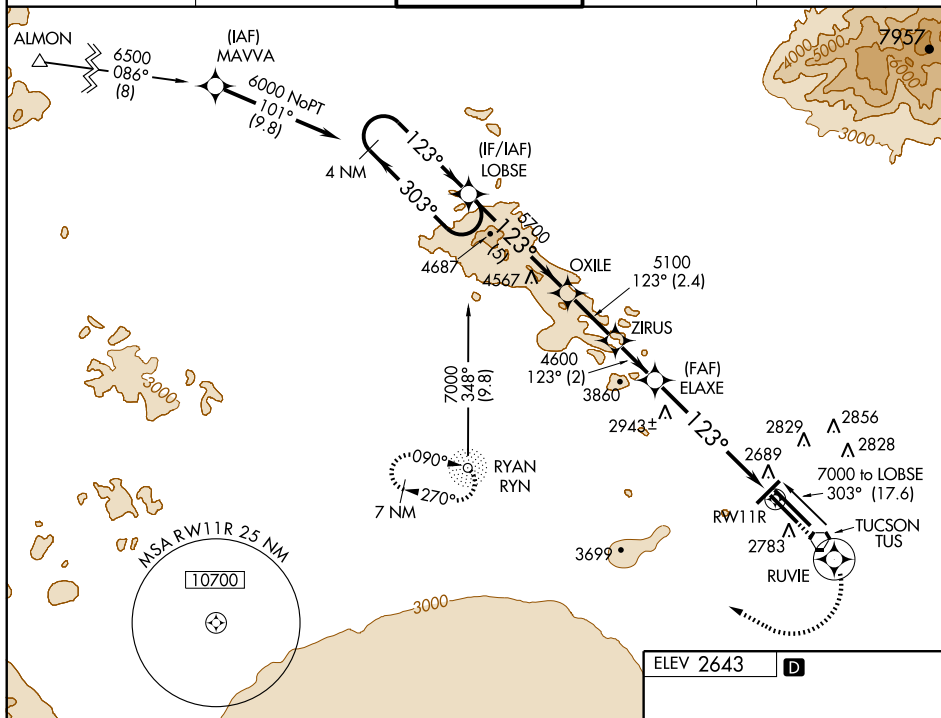
RNAV (GPS) RWY 11R

TUCSON INTL (TUS)

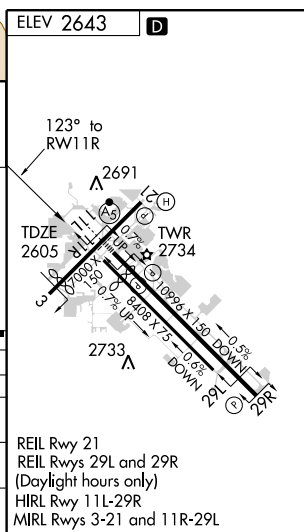
T For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
A NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 123° course to RUVIE WP then climbing right turn direct RYN NDB and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



		5 NM	2.4 NM	2 NM	6 NM	
CATEGORY	A	B	C	D		
GLS DA	NA					
RNAV/ VNAV DA	2965-1¼ 360 (400-1¼)					
RNAV MDA	3200-1	595 (600-1)	3200-1½ 595 (600-1½)	3200-1¾ 595 (600-1¾)		
CIRCLING	3200-1 557 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)		



APP CRS	Rwy Idg	6000
213°	TDZE	2573
	Apt Elev	2643

RNAV (GPS) RWY 21

TUCSON INTL (TUS)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -20°C (-4°F) or above 43°C (111°F).
▲ NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 via 213° course to WADSO WP, then via 203° course to LIKLE WP, then climbing right turn direct RYN NDB and hold.

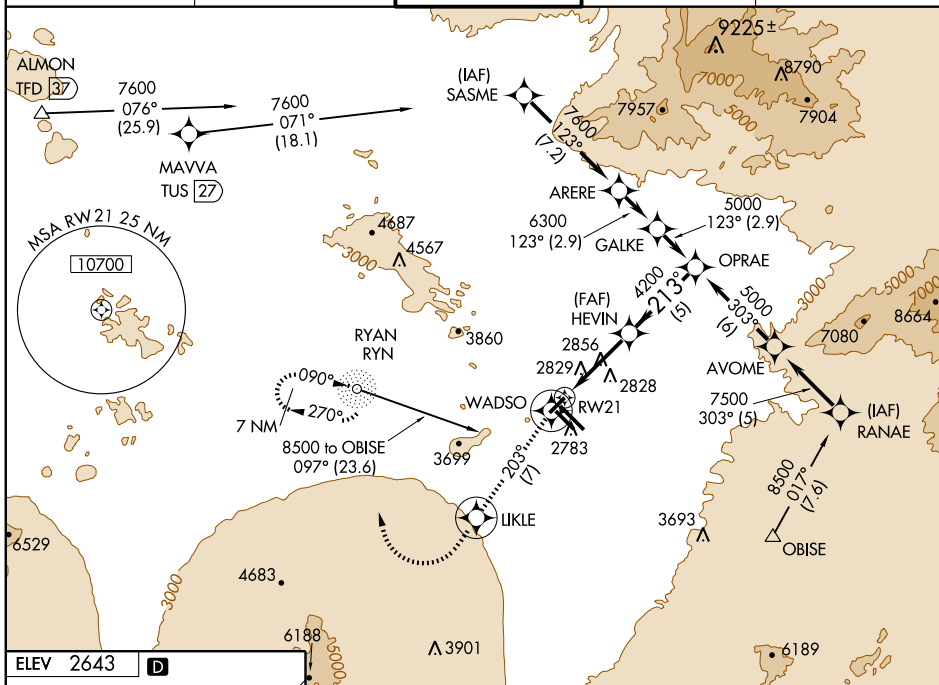
ATIS
123.8 279.65

TUCSON APP CON
119.4 318.1

TUCSON TOWER
118.3 257.8

GND CON
124.4 348.6

CLNC DEL
126.65 326.2

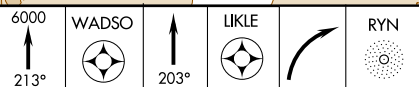


SW-4. 22 OCT 2009 to 19 NOV 2009

ELEV 2643

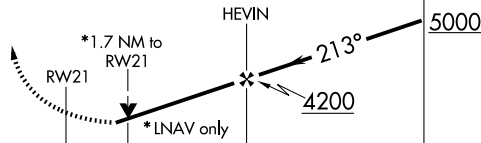
D

213° to
RWY21



Procedure
Turn NA

VGSi and RNAV glidepath not coincident.

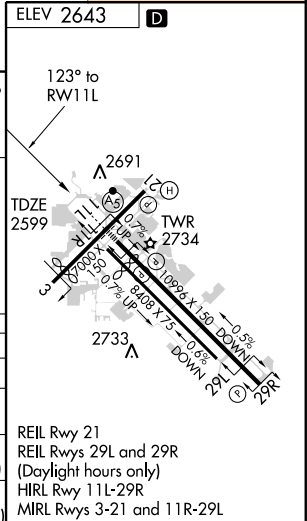
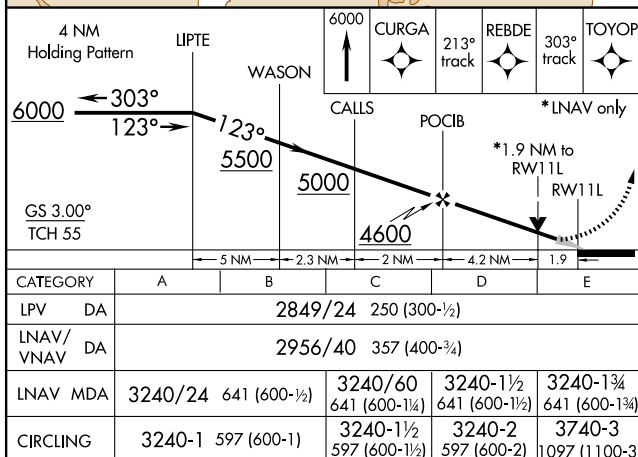
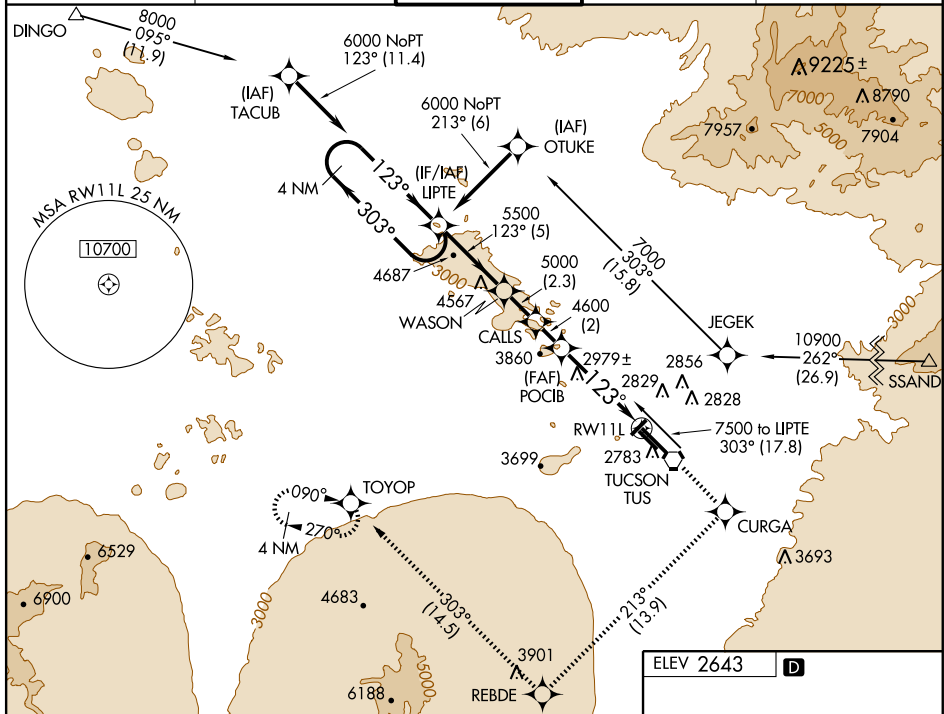


GS 3.00°
TCH 50

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	3141-2 568 (600-2)			
LNAV MDA	3160-1 587 (600-1)	3160-1½ 587 (600-1½)	3160-1¾ 587 (600-1¾)	
CIRCLING	3160-1 517 (600-1)	3220-1 577 (600-1)	3220-1½ 577 (600-1½)	3220-2 577 (600-2)

REIL Rwy 21
REIL Rwy 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rwy 3-21 and 11R-29L

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



WAAS
CH 86899
W29A

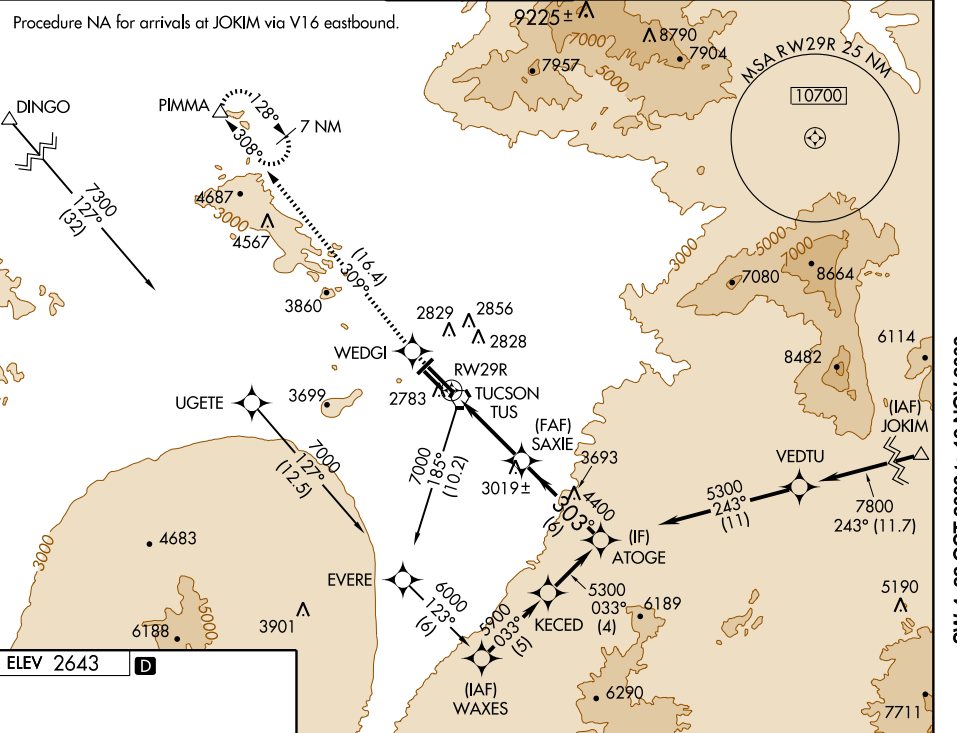
APP CRS
303°

Rwy Idg 10996
TDZE 2643
Apt Elev 2643

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (111°F). DME/DME RNP-0.3 NA. When VGSi inoperative, procedure NA at night.

MISSED APPROACH: Climb to 6800 direct WEDGI and 309° track to PIMMA and hold.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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ELEV 2643

REIL Rwy 21

REIL Rwy 29L and 29R

(Daylight hours only)

HIRL Rwy 11L-29R

MIRL Rwy 3-21 and 11R-29L

2691

2734

2733

2643

303° to RWY 29R

	6800	WEDGI	309° track	PIMMA	ATOGE	Procedure Turn NA
					5300	
					4400	
					5.3 NM	6 NM
CATEGORY	A	B	C	D	E	
LPV DA	2929-1 286 (300-1)					
LNAV/VNAV DA	3106-1½ 463 (500-1½)				3106-1¾ 463 (500-1¾)	
LNAV MDA	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3280-2 637 (700-2¼)	3280-2¼ 637 (700-2¼)	
CIRCLING	3280-1 637 (700-1)	3280-1¾ 637 (700-1¾)	3280-2 637 (700-2)	3740-3 1097 (1100-3)		

SW-4. 22 OCT 2009 to 19 NOV 2009

RNAV (RNP) Y RWY 11L

TUCSON INTL (TUS)

APP CRS	Rwy Idg	10996
123°	TDZE	2599
	Apt Elev	2643

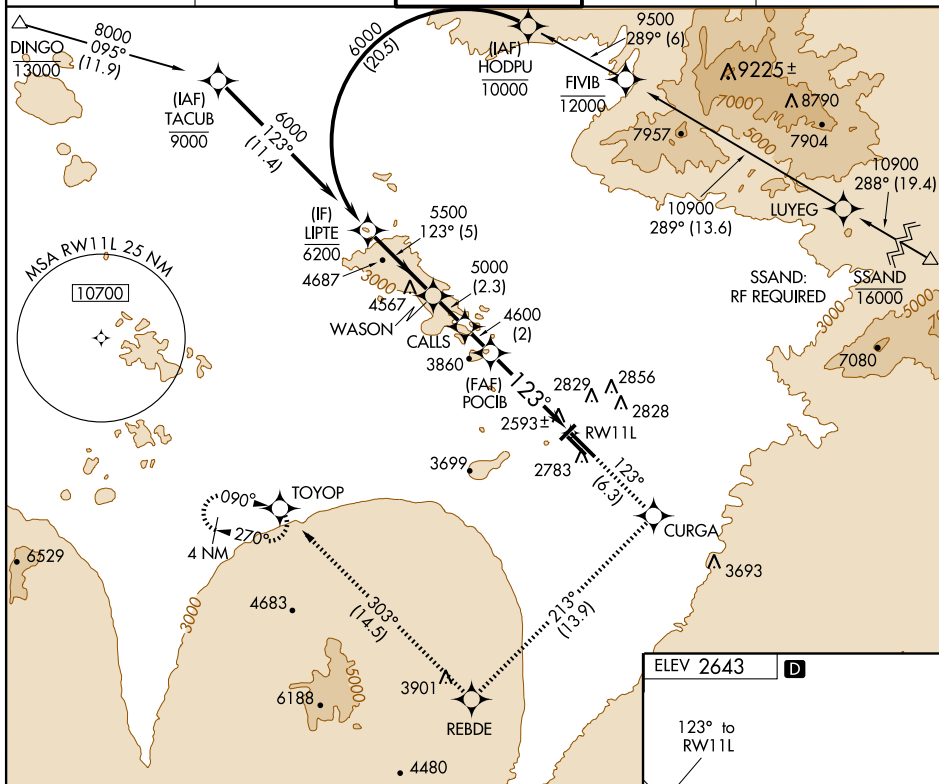
NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (111°F). For inoperative MALS, increase RNP 0.30 visibility to RVR 6000 all Cats. GPS required.

MALS



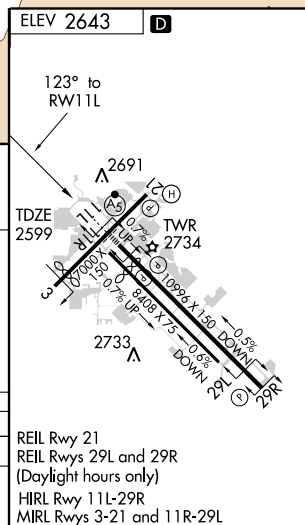
MISSED APPROACH: Climb to 6000 via 123° track to CURGA, 213° track to REBDE, 303° track to TOYOP and hold.

ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2



LIPTE	WASON	CALLS	POCIB	RWY 11L
6000	5500	5000	4600	
Procedure Turn NA				
GP 3.00°				
TCH 55				
	5 NM	2.3 NM	2 NM	6.1 NM
CATEGORY	A	B	C	D
RNP 0.30 DA		2947/40	348 (400-¾)	

**SPECIAL AIRCRAFT & AIRCREW
AUTHORIZATION REQUIRED**



REIL Rwy 21
REIL Rws 29L and 29R
(Daylight hours only)
HIRL Rwy 11L-29R
MIRL Rws 3-21 and 11R-29L

APP CRS 303°	Rwy Idg 10996 TDZE 2643 Apt Elev 2643
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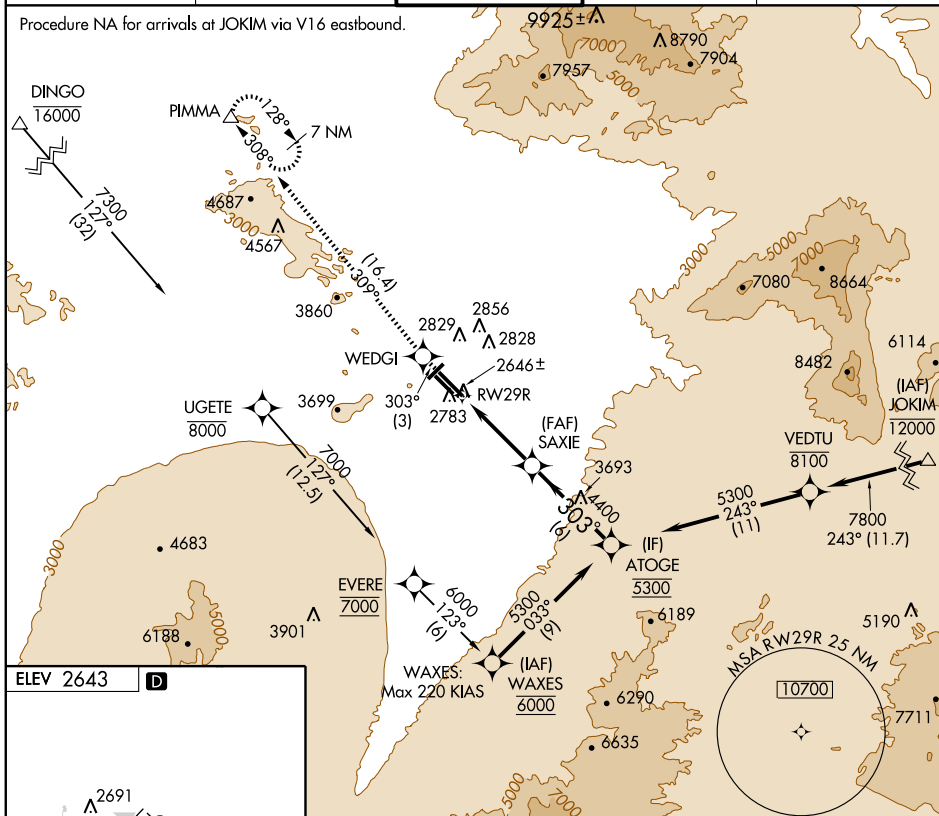
RNAV (RNP) Y RWY 29R
TUCSON INTL (TUS)

T When VGSI inoperative, procedure NA at night. GPS required.
A NA For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 43°C (110°F).

MISSED APPROACH: Climb to 6500 via 303° track to WEDGI, 309° track to PIMMA and hold.

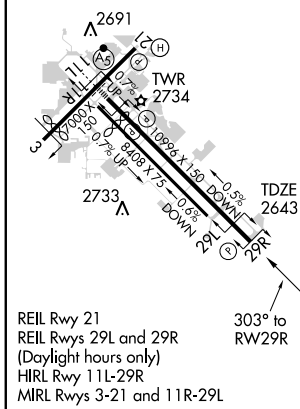
ATIS	TUCSON APP CON	TUCSON TOWER	GND CON	CLNC DEL
123.8 279.65	119.4 318.1	118.3 257.8	124.4 348.6	126.65 326.2

Procedure NA for arrivals at JOKIM via V16 eastbound.



ELEV 2643

D



6500 ↑ 303° track	WEDGI ✦	309° track	PIMMA △	SAXIE 4400 303° 4400 ATOGE 5300 GP 3.00° TCH 53 Procedure Turn NA	
RW29R		5.3 NM		6 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA	2989-1¼ 346 (400-1¼)				
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED					

SW-4. 22 OCT 2009 to 19 NOV 2009

TAKE-OFF OBSTACLE NOTES

RWY 3: Multiple trees and a sign beginning 1385' from DER, 322' left of centerline to 333' right of centerline, up to 45' AGL/2626' MSL.

RWY 11L: Multiple bushes and vents beginning 115' from DER, 606' left of centerline to 383' right of centerline, up to 24' AGL/2674' MSL.

RWY 11R: Tree 584' from DER, 176' right of centerline, 25' AGL/2645' MSL.

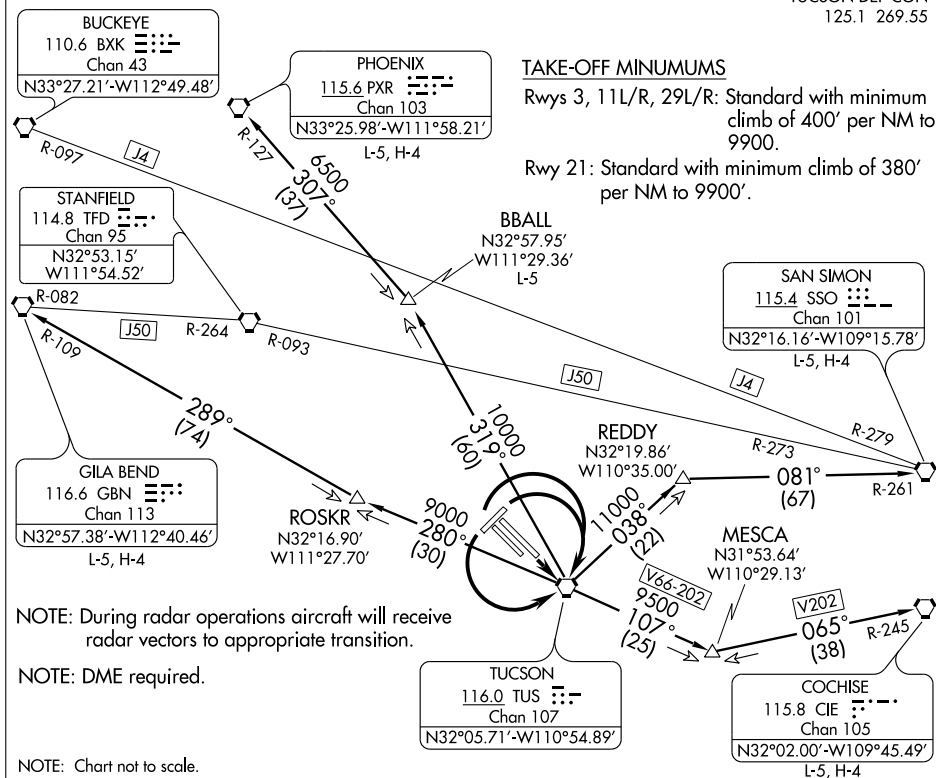
RWY 21: Multiple bushes, poles, lights, railroad cars, and trees beginning 104' from DER, 594' left of centerline to 330' right of centerline, up to 48' AGL/2616' MSL.

ATIS	
123.8	279.65
CLNC DEL	
126.65	326.2
GND CON	
124.4	348.6
TUCSON TOWER	
118.3	257.8
TUCSON DEP CON	
125.1	269.55

TAKE-OFF MINIMUMS

Rwys 3, 11L/R, 29L/R: Standard with minimum climb of 400' per NM to 9900.

Rwy 21: Standard with minimum climb of 380' per NM to 9900'.



NOTE: During radar operations aircraft will receive radar vectors to appropriate transition.

NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 11L/R: Climb direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAYS 3, 29L/R: Climbing right turn direct TUS VORTAC. Thence. . .

TAKE-OFF RUNWAY 21: Climbing left turn direct TUS VORTAC. Thence. . .

... via assigned transition. Maintain 17000, expect clearance to filed altitude 10 minutes after departure.

BBALL TRANSITION (TUS7.BBALL): From over TUS VORTAC via TUS R-319 to BBALL INT.

COCHISE TRANSITION (TUS7.CIE): From over TUS VORTAC via TUS R-107 and CIE R-245 to CIE VORTAC.

GILA BEND TRANSITION (TUS7.GBN): From over TUS VORTAC via TUS R-280 and GBN R-109 to GBN VORTAC.

PHOENIX TRANSITION (TUS7.PXR): From over TUS VORTAC via TUS R-319 and PXR R-127 to PXR VORTAC.

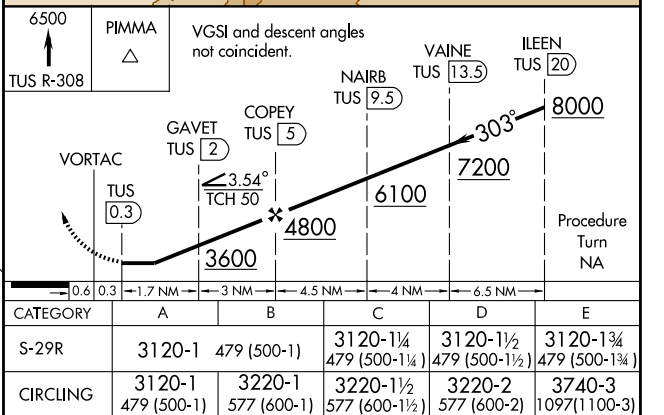
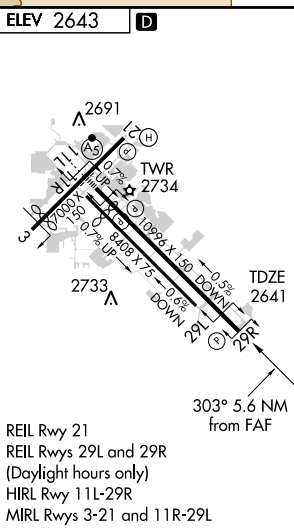
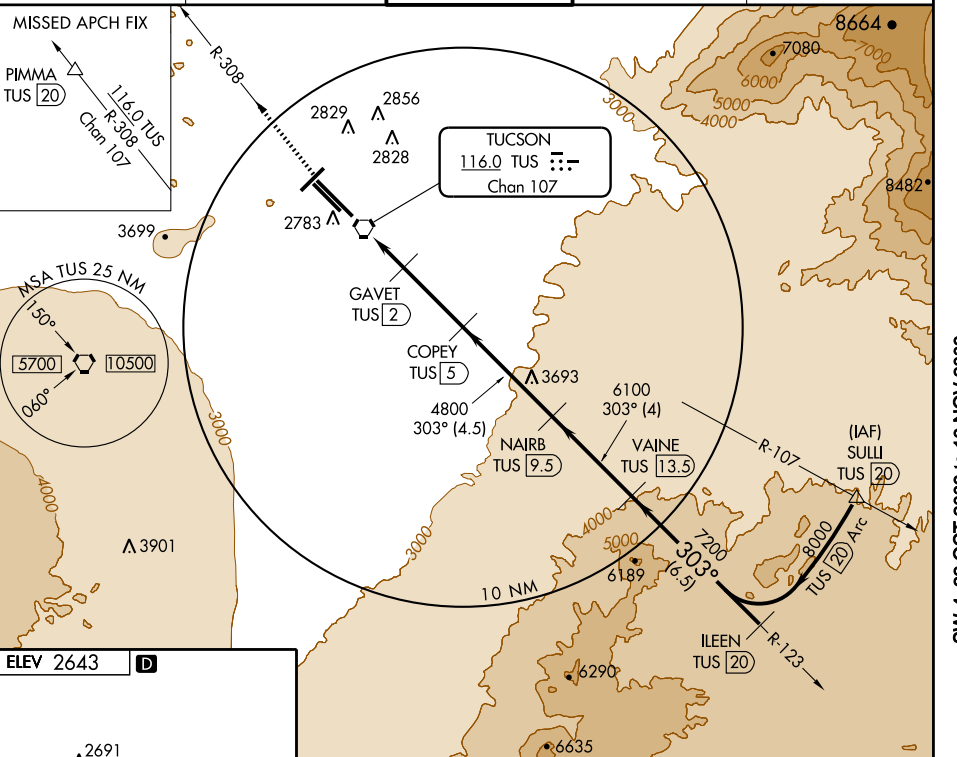
SAN SIMON TRANSITION (TUS7.SSO): From over TUS VORTAC via TUS R-038 and SSO R-261 to SSO VORTAC.

VORTAC TUS	APP CRS	Rwy Idg	10996
116.0	303°	TDZE	2641
Chan 107		Apt Elev	2643

▼
▲

MISSED APPROACH: Climb to 6500 to PIMMA/TUS 20 DME via TUS R-308.

ATIS 123.8 279.65	TUCSON APP CON 119.4 318.1	TUCSON TOWER 118.3 257.8	GND CON 124.4 348.6	CLNC DEL 126.65 326.2
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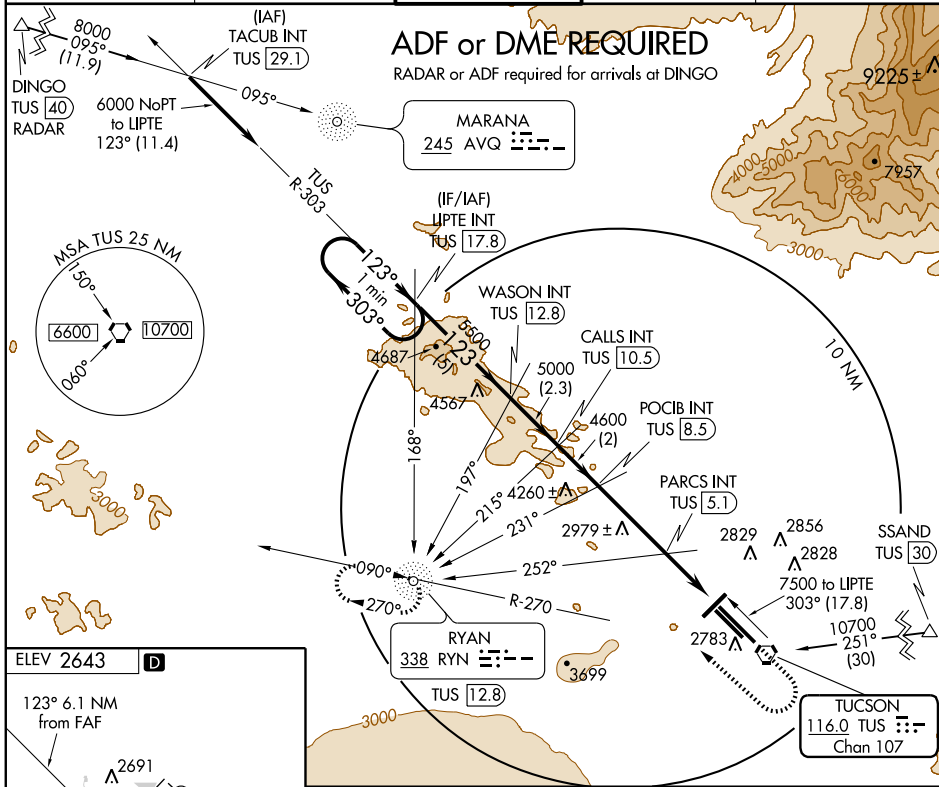
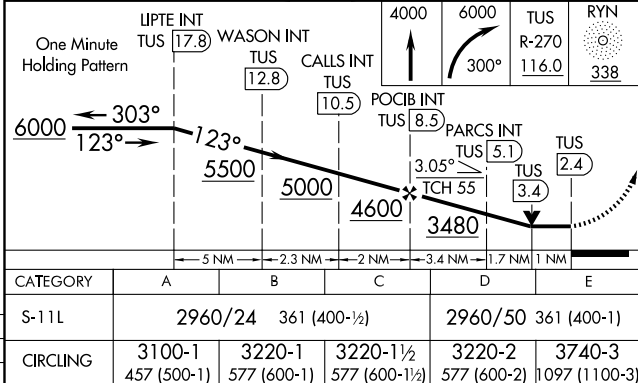
SW-4, 22 OCT 2009 to 19 NOV 2009

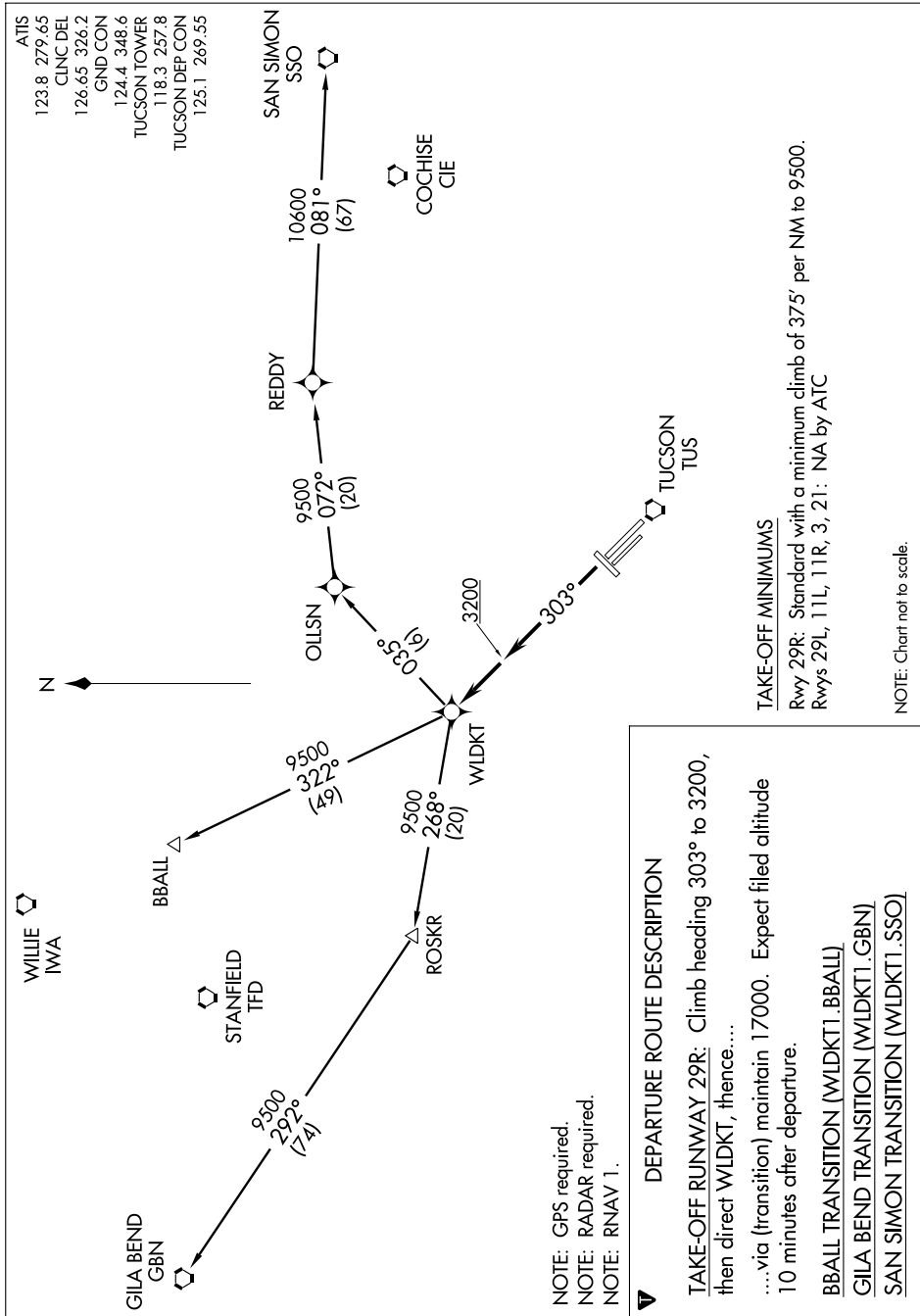
VORTAC TUS <u>116.0</u> Chan 107	APP CRS 123°	Rwy Idg 10996 TDZE 2599 Apt Elev 2643
--	------------------------	--

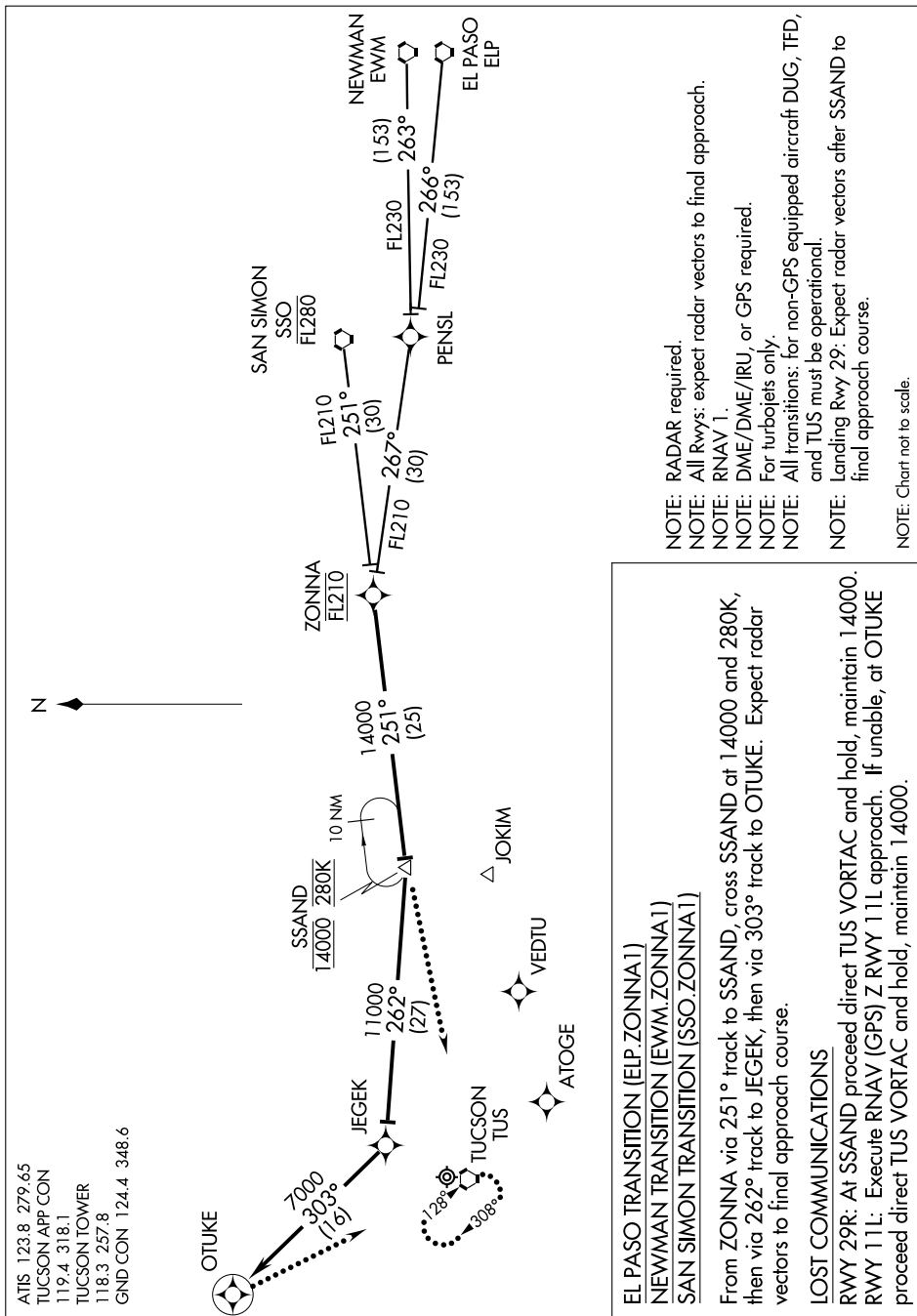
VOR or TACAN RWY 11L

TUCSON INTL (TUS)

<div><div></div><div></div></div>	For inoperative MALS/R, increase S-111 Cats. D and E visibility to RVR 6000. ADF or DME required.	MALS/R	MISSED APPROACH: Climb to 4000 then climbing right turn to 6000 (Cat. E 8000) via heading 300° and TUS R-270 to RYN NDB/TUS 12.8 DME and hold.			
		<div><div></div><div></div></div>				
ATIS	TUCSON APP CON	TUCSON TOWER		GND CON	CLNC DEL	
123.8 279.65	119.4 318.1	118.3 257.8		124.4 348.6	126.65 326.2	

[illegible]

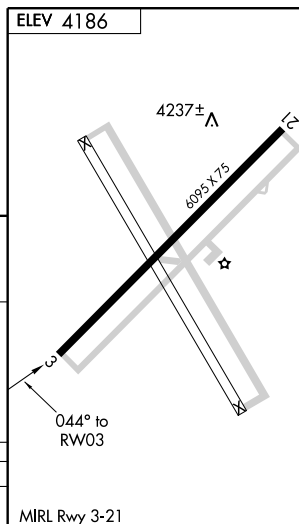
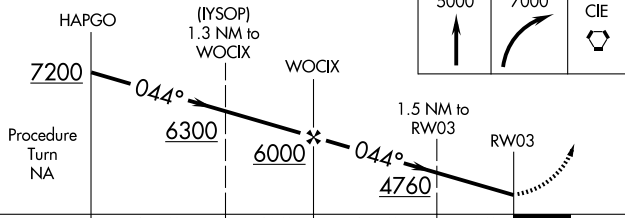
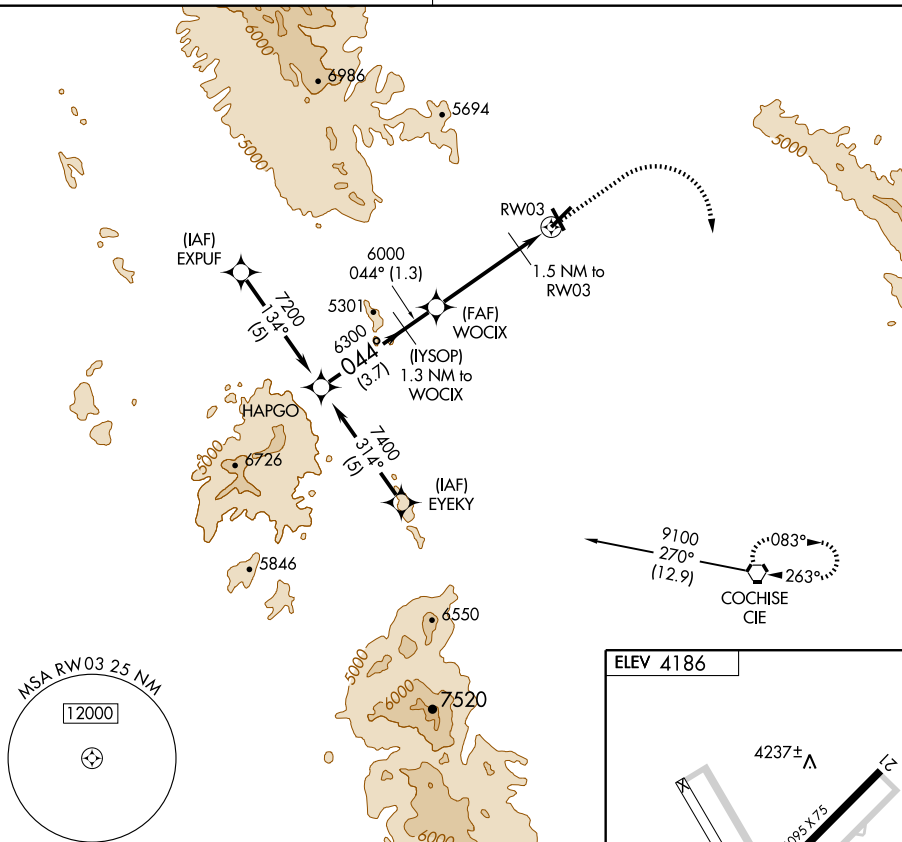




APP CRS
044°Rwy Idg
TDZE
Apt Elev**N/A**
N/A
4186

GPS-A

WILLCOX/COCHISE COUNTY (P33)

Obtain local altimeter on CTAF, when not available
procedure not authorized.MISSED APPROACH: Climb to 5000 then climbing right turn to
7000 direct CIE VORTAC and hold.ALBUQUERQUE CENTER
134.45 327.15UNICOM
122.8 (CTAF)

APP CRS 214°	Rwy ldg TDZE Apt Elev	6095 4186 4186
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GPS RWY 21

WILLCOX/COCHISE COUNTY (P33)

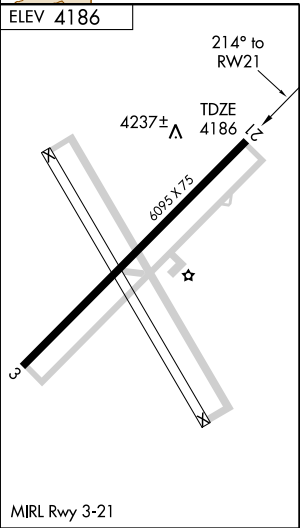
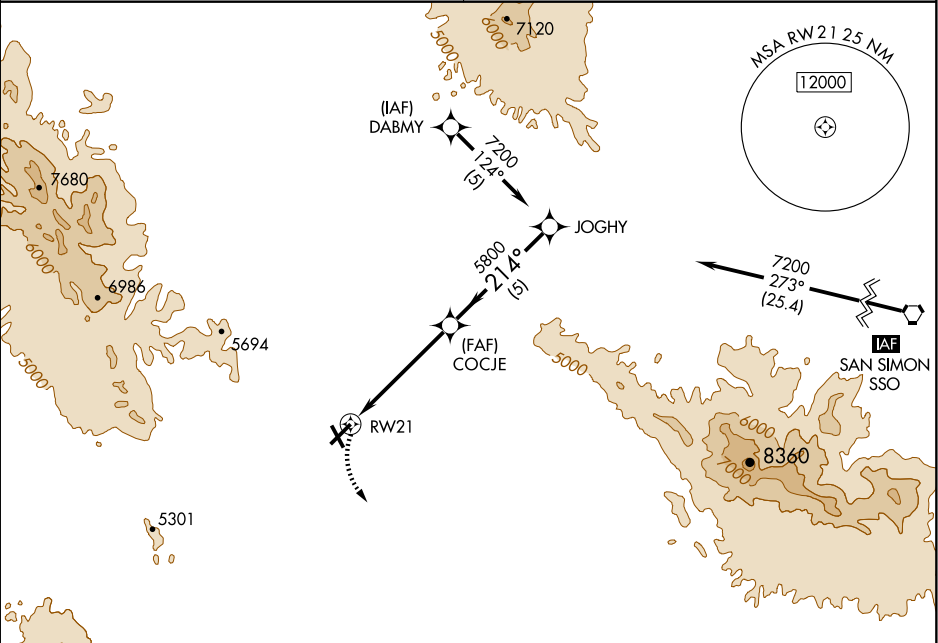
NA

Obtain local altimeter on CTAF, when not available procedure not authorized.

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing left turn to 7000 direct CIE VORTAC and hold.

ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF)
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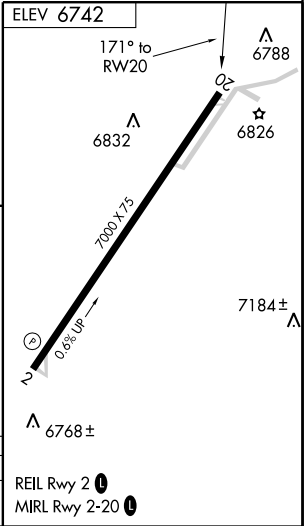
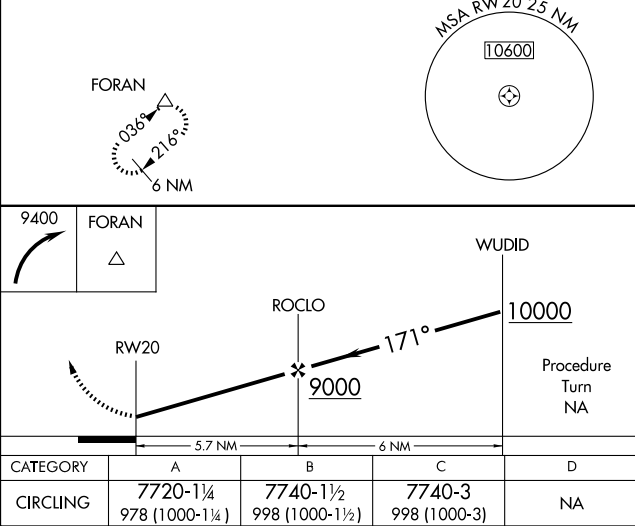
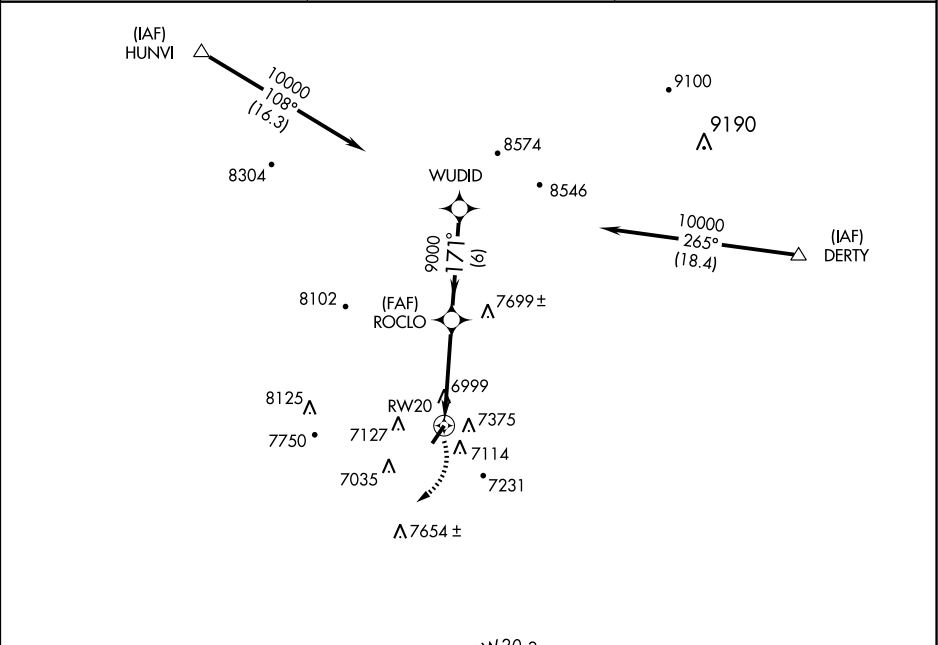


<div><p>7000</p><p>CIE</p><p>COCHISE CIE</p></div>			
<div><p>RW21</p><p>COCJE</p><p>JOGHY</p><p>5800</p><p>7200</p><p>214°</p><p>Procedure Turn NA</p></div>			
CATEGORY	A	B	D
S-21	4540-1	354 (400-1)	NA
CIRCLING	4640-1	454 (500-1)	NA

APP CRS	Rwy Idg	N/A
171°	TDZE	N/A
	Apt Elev	6742

 GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing right turn to 9400 direct FORAN WP and hold.
 NA	Procedure not authorized at night.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 
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APP CRS
021°

Rwy Idg
TDZE
Apt Elev

7000
6719
6742

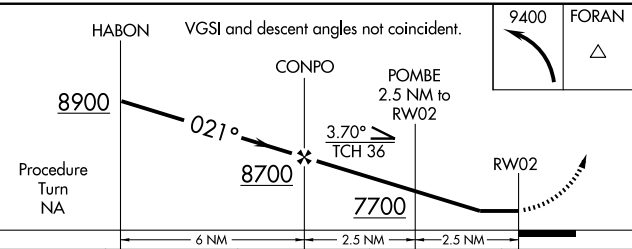
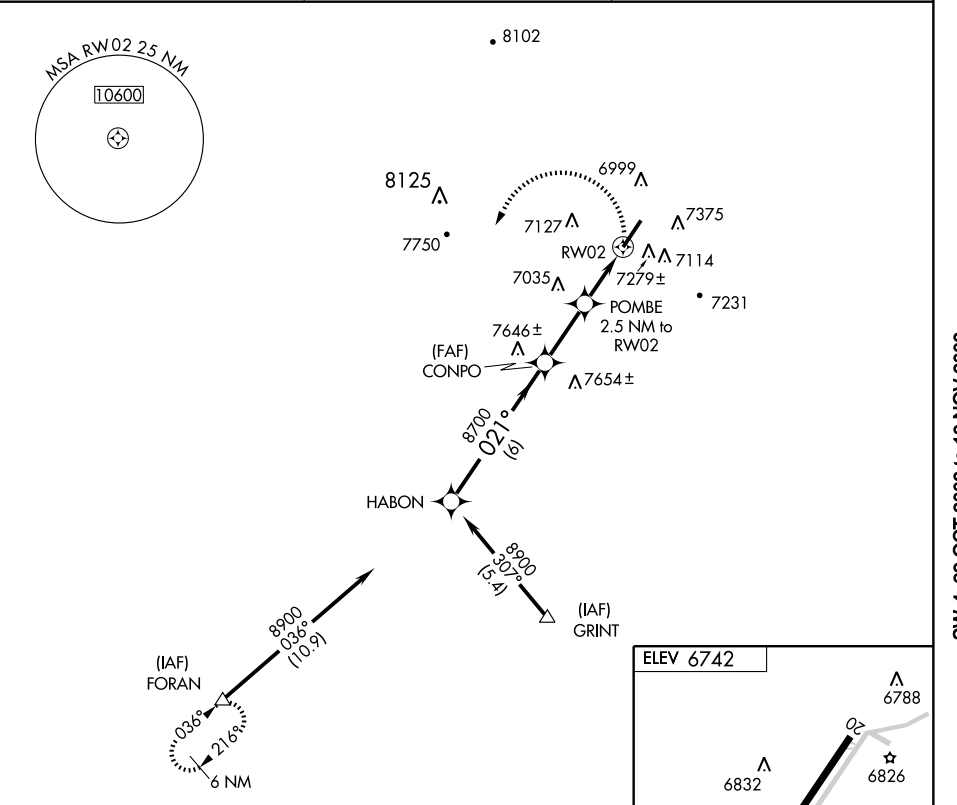
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
Procedure not authorized at night.
Circling not authorized east of rwy 2-20.

MISSED APPROACH: Climbing left turn to 9400 direct FORAN WP and hold.

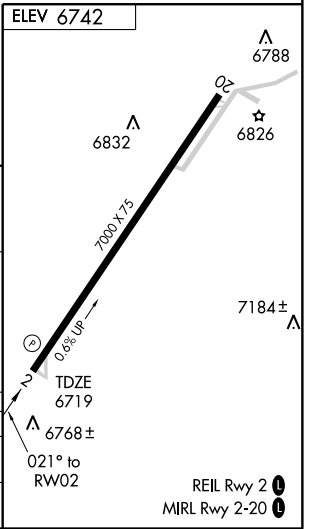
ASOS
118.325

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	7480-1 761 (800-1)	7480-1¼ 761 (800-1¼)	7480-2¼ 761 (800-2¼)	NA
CIRCLING	7480-1 738 (800-1)	7480-1¼ 738 (800-1¼)	7540-2¼ 798 (800-2¼)	NA



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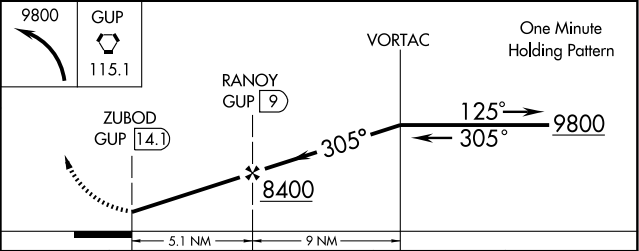
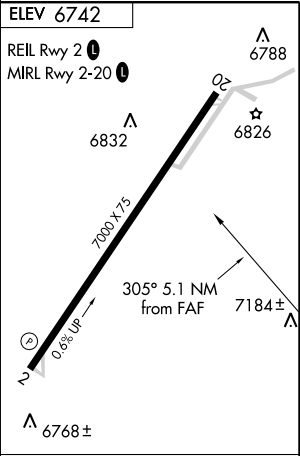
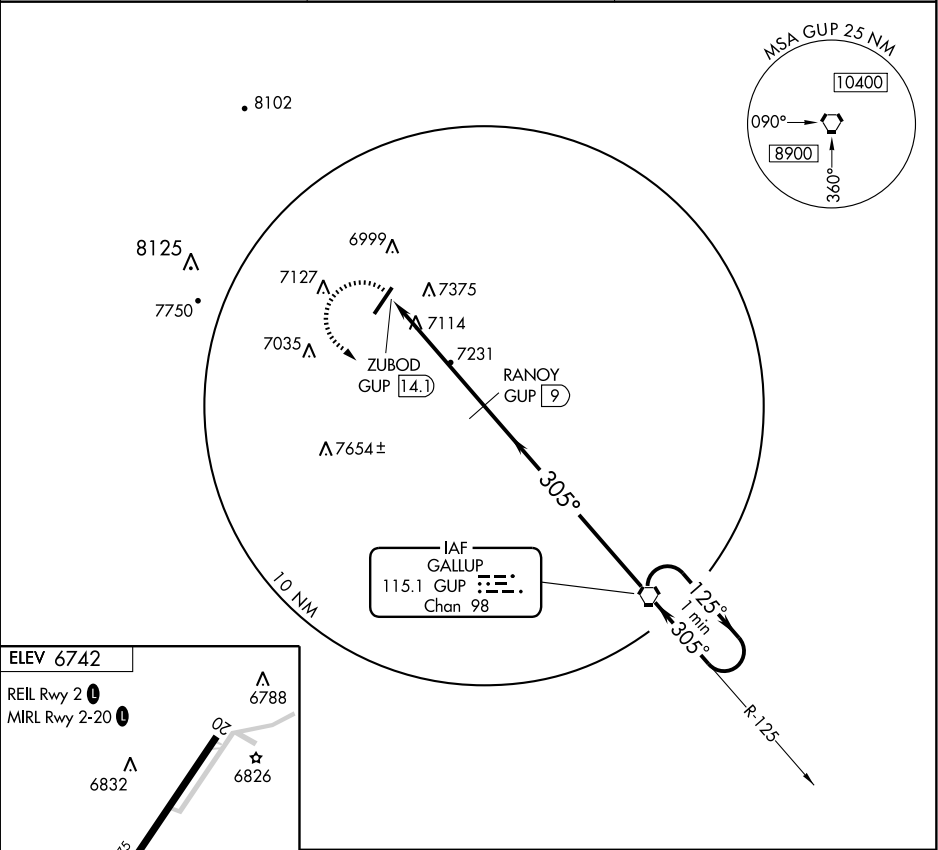
VORTAC GUP	APP CRS	Rwy Idg	N/A
115.1	305°	TDZE	N/A
Chan 98		Apt Elev	6742

VOR/DME-A
WINDOW ROCK (RQE)



MISSED APPROACH: Climbing left turn to 9800 direct GUP VORTAC and hold.

ASOS 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY						A	B	C	D
CIRCLING						7760-1¼ 1018 (1100-1¼)	7760-1½ 1018 (1100-1½)	7760-3 1018 (1100-3)	
Knots	60	90	120	150	180				
Min:Sec									

VORTAC INW 112.6 Chan 73	APP CRS 106°	Rwy Idg TDZE Apt Elev 7100 4899 4941
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VOR or GPS RWY 11

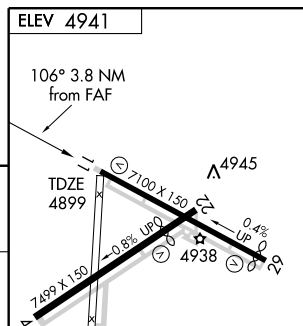
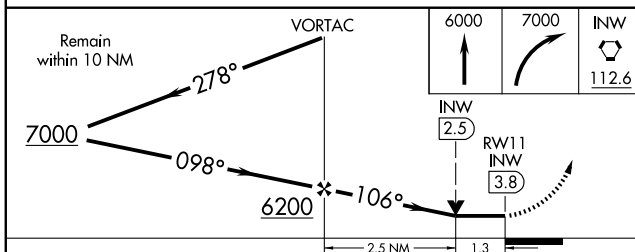
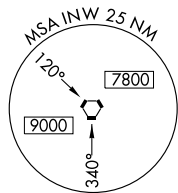
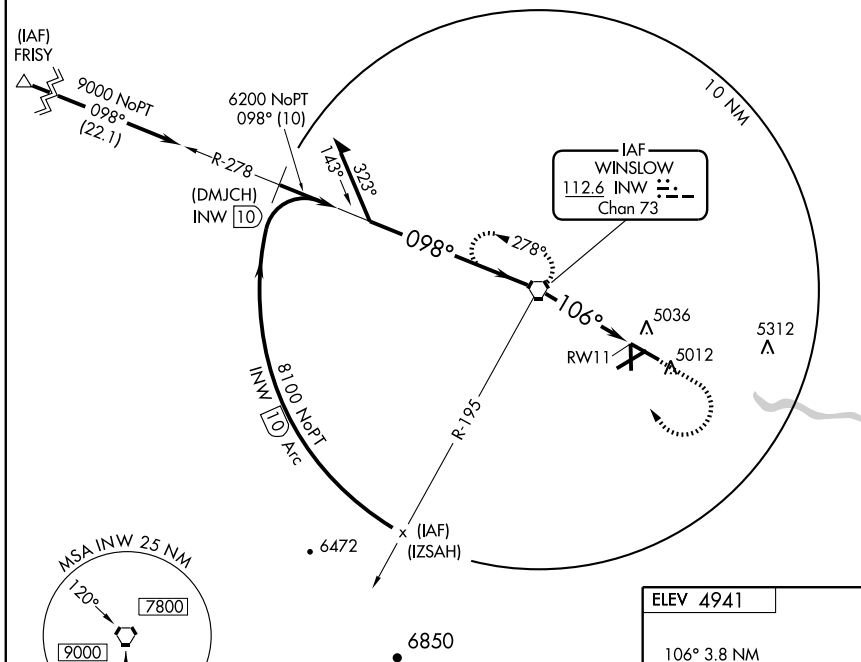
WINSLOW-LINDBERGH RGNL (INW)

MISSED APPROACH: Climb to 6000, then climbing right turn to 7000 direct INW VORTAC and hold.

ASOS
118.875

ALBUQUERQUE CENTER
124.5 306.2

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-11	5340-1 441 (500-1)	5340-1 441 (500-1)	5340-1 441 (500-1)	5340-1 441 (500-1)
CIRCLING	5420-1 479 (500-1)	5440-1 499 (500-1)	5480-1 539 (600-1)	5520-2 579 (600-2)

REIL Rwy 11 and 22 0

MIRL Rwy 4-22 and 11-29 0

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

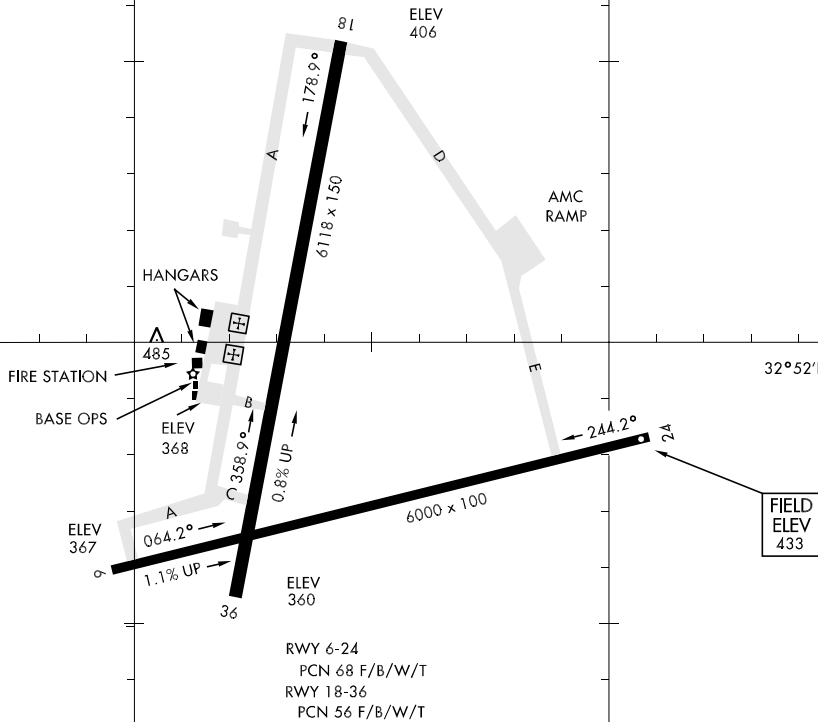
CTAF
126.20 242.175
GND CON
121.8 229.4

32°53'N

JANUARY 2009
ANNUAL RATE OF CHANGE
0.2° W



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32°52'N

FIELD
ELEV
433

114°24'W

114°23'W

32°51'N

APCH CRS	Rwy Idg	6000
063°	TDZE	387
	Arpt Elev	433

AL-6341 [USA]

LAGUNA AAF (KLGF)

- ▼ * When local altimeter setting not received, use YUMA MCAS/YUMA Inl altimeter setting and increase all MDAs 80 feet, increase CAT CD vis ½ mile.
- ▲ NA Procedure NA when airfield closed.

MISSED APPROACH: Climbing right turn to 3600 direct BZA VORTAC and hold.

YUMA APP CON

124.7 374.8

CTAF

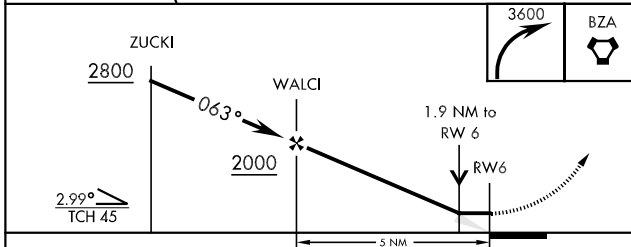
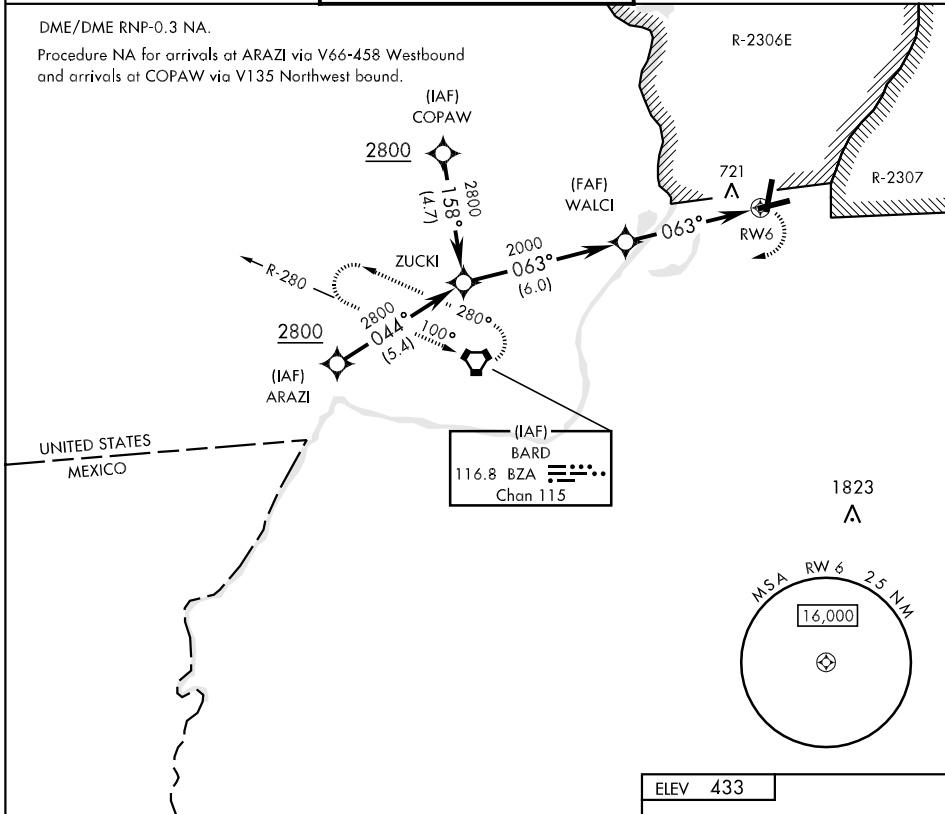
126.20 242.175

GND CON

121.8 0 229.4

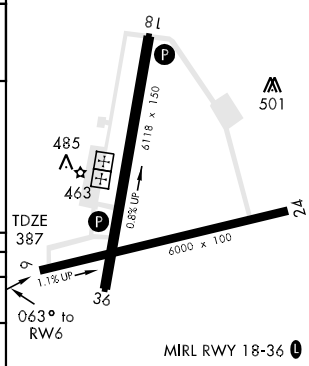
DME/DME RNP-0.3 NA.

Procedure NA for arrivals at ARAZI via V66-458 Westbound and arrivals at COPAW via V135 Northwest bound.



CATEGORY	A	B	C	D
LNNAV MDA *	1020-1 633 (600-1)	1020-1 633 (600-1)	1020-2 633 (600-2)	1020-2 633 (600-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)	1080-2 647 (700-2)

ELEV 433



APCH CRS **163°**
Rwy Idg **6118**
TDZE **410**
Arpt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)

▼ * When local altimeter setting not received, use YUMA MCAS/
YUMA Intl altimeter setting and increase all MDAs 80 feet and
▲ NA LNAV CAT D and circling CAT CD vis $\frac{1}{4}$ mile.

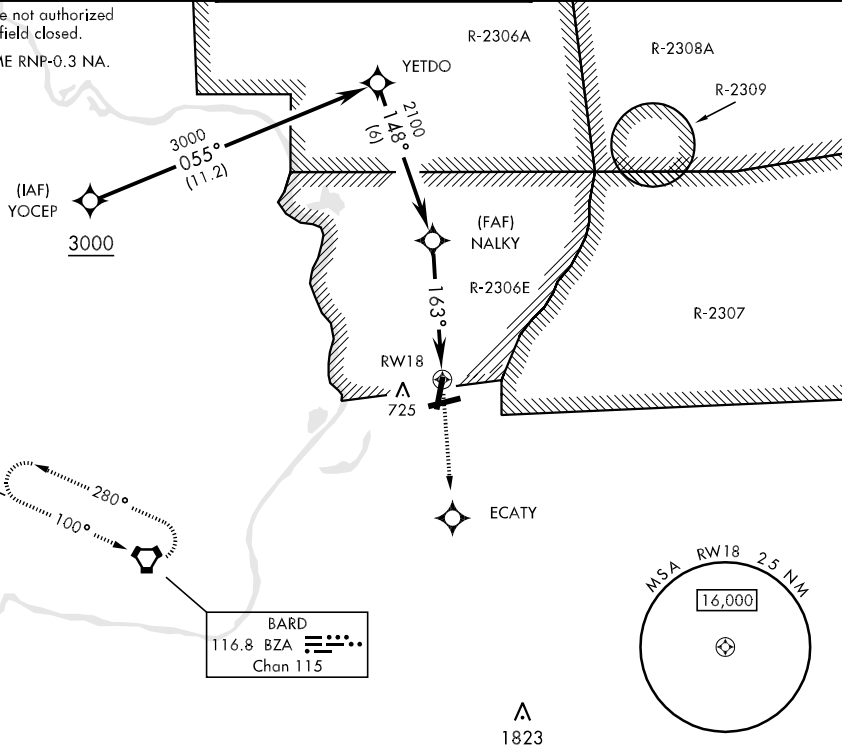
MISSED APPROACH: Climb to 3600 direct
ECATY, via 250° track to BZA VORTAC
and hold, continue climb in hold to 3600.

YUMA APP CON
124.7 374.8

CTAF
126.20 242.175

GND CON
121.8 0 229.4

Procedure not authorized
when airfield closed.
DME/DME RNP-0.3 NA.

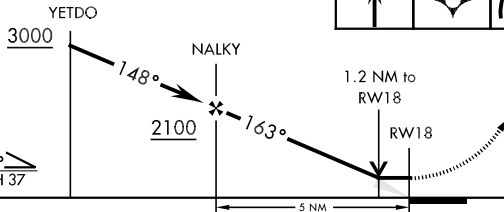


VDP NA when using YUMA MCAS
/YUMA INTL altimeter setting.

3600

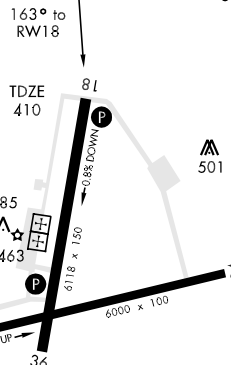
ECATY

tr 250°



ELEV 433

MIRL RWY 18-36 0



CATEGORY	A	B	C	D
LNAV MDA *	820-1 410 (400-1)	820-1 410 (400-1)	820-1 410 (400-1)	820-2 647 (700-2)
CIRCLING *	1080-1 647 (700-1)	1080-1 647 (700-1)	1080-2 647 (700-2)	1080-2 647 (700-2)

VORTAC BZA
116.8
Chan **115**

APCH CRS
048°

Rwy Idg **6000**
TDZE **379**
Arprt Elev **433**

AL-6341 [USA]

LAGUNA AAF (KLGf)

▼ Procedure not authorized when airfield closed.
▲ NA Obtain local altimeter setting on CTAF. When not received, use Yuma MCAS Intl altimeter setting and increase all MDAs 80 feet, increase visibilities CAT BC $\frac{1}{4}$ mile, and circling CAT BC $\frac{1}{4}$ mile; DME minimums: increase CAT B $\frac{1}{4}$ mile, CAT CD $\frac{1}{2}$ mile and circling CAT CD $\frac{1}{4}$ mile.

MISSED APPROACH:
Climbing right turn to 3200 direct BZA
VORTAC and hold.

YUMA APP CON

124.7 374.8

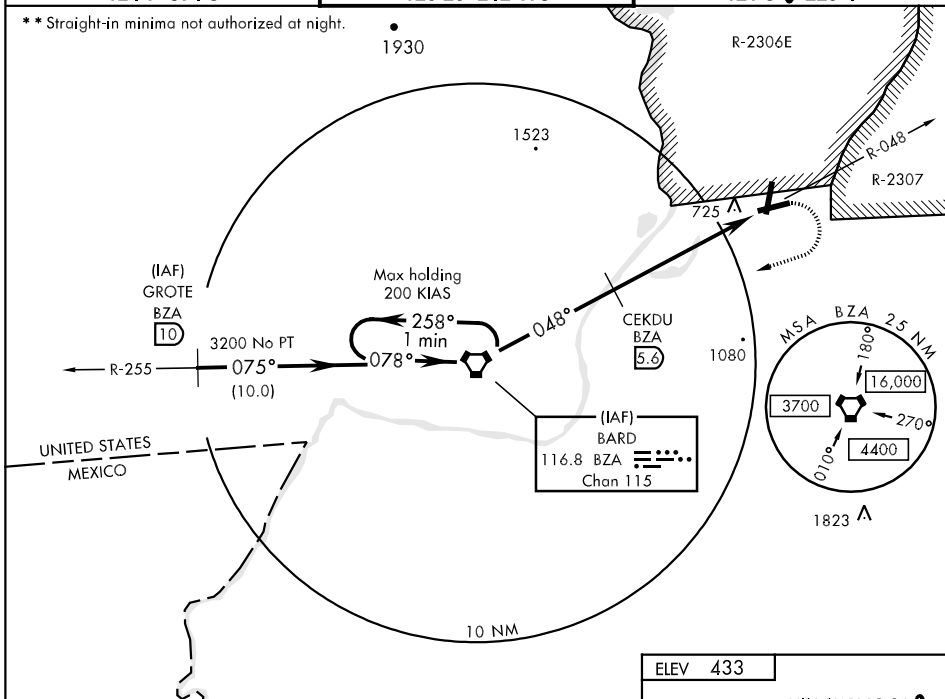
CTAF

126.20 242.175

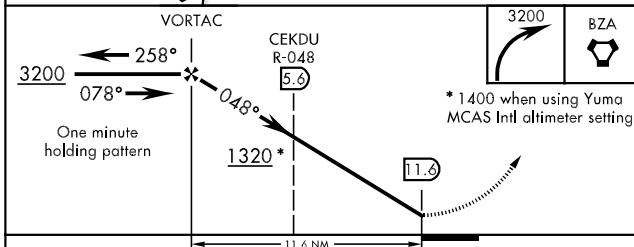
GND CON

121.8 0 229.4

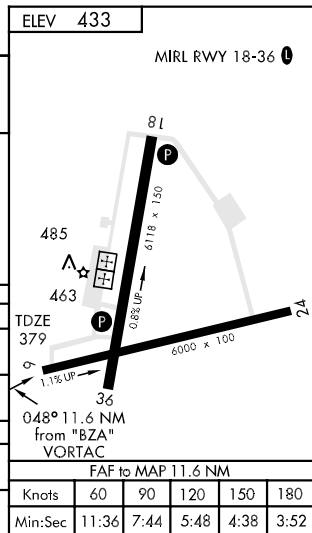
** Straight-in minima not authorized at night.



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CATEGORY	A	B	C	D
S-6 **	1320-1 $\frac{1}{4}$ 941 (1000-1 $\frac{1}{4}$)	1320-2 $\frac{3}{4}$ 941 (1000-2 $\frac{3}{4}$)	1320-3 941 (1000-3)	1320-3 941 (1000-3)
CIRCLING	1320-1 $\frac{1}{4}$ 898 (900-1 $\frac{1}{4}$)	1320-2 $\frac{3}{4}$ 898 (900-2 $\frac{3}{4}$)	1320-3 898 (900-3)	1320-3 898 (900-3)
DME MINIMA				
S-6 **	1040-1 661 (700-1)	1040-1 $\frac{1}{4}$ 661 (700-1 $\frac{1}{4}$)	1040-2 661 (700-2)	1040-2 661 (700-2)
CIRCLING	1080-1 658 (700-1)	1080-1 $\frac{1}{4}$ 658 (700-1 $\frac{1}{4}$)	1080-2 658 (700-2)	1080-2 658 (700-2)



AIRPORT DIAGRAM

AFD-511 [USN]

YUMA, ARIZONA

ATIS ★
118.8 273.2
YUMA TOWER ★
119.3 382.8
YUMA GND CON
121.9 315.7
YUMA CLNC DEL
118.0 336.4

OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W

114°37'W



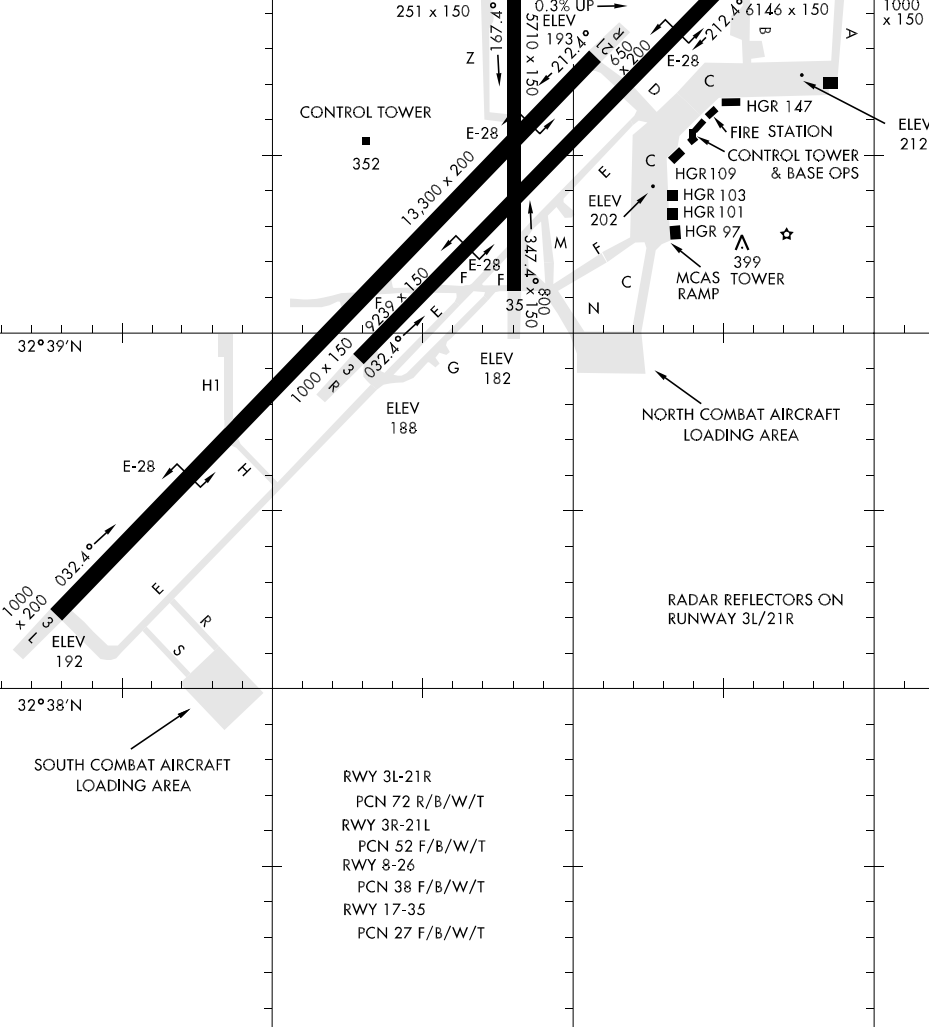
114°36'W

114°35'W

32°40'N

32°39'N

32°38'N



SW-4, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

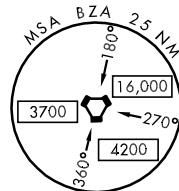
YUMA, ARIZONA

ARGUS-ONE DEPARTURE (ARGUS1•IPL)

YUMA MCA, YUMA INTL (RWY 17)
YUMA, ARIZONA

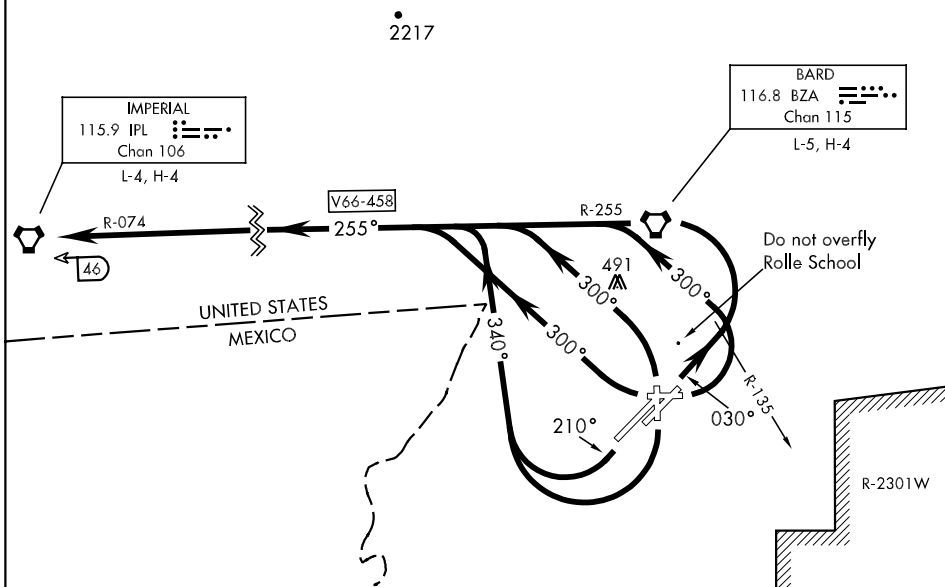
ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 0 382.8
YUMA DEP CON
125.55 281.0

SHL-511 [USN]



RADAR REQUIRED

SW-4, 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

▼ **ALL RWY:** Cross the Departure End of Runway at or above 35' AGL.

TAKE-OFF RWY 3L/R: Fly heading 030° until passing BZA R-135, then turn left direct BZA VORTAC, then

TAKE-OFF RWY 8: Turn left heading 300° to join and.....

TAKE-OFF RWY 17: Turn right heading 340° to join and.....

TAKE-OFF RWY 21L/R: Fly heading 210° until passing southwest field boundary; then turn right heading 340° to join and.....

TAKE-OFF RWY 26: Turn right heading 300° to join and.....

TAKEOFF RWY 35: Turn left heading 300° to join and.....

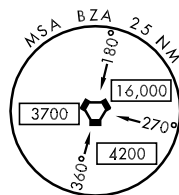
Fly BZA R-255 and IPL R-074 to IPL VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.


ARGUS-ONE DEPARTURE (ARGUS1•IPL)

YUMA, ARIZONA

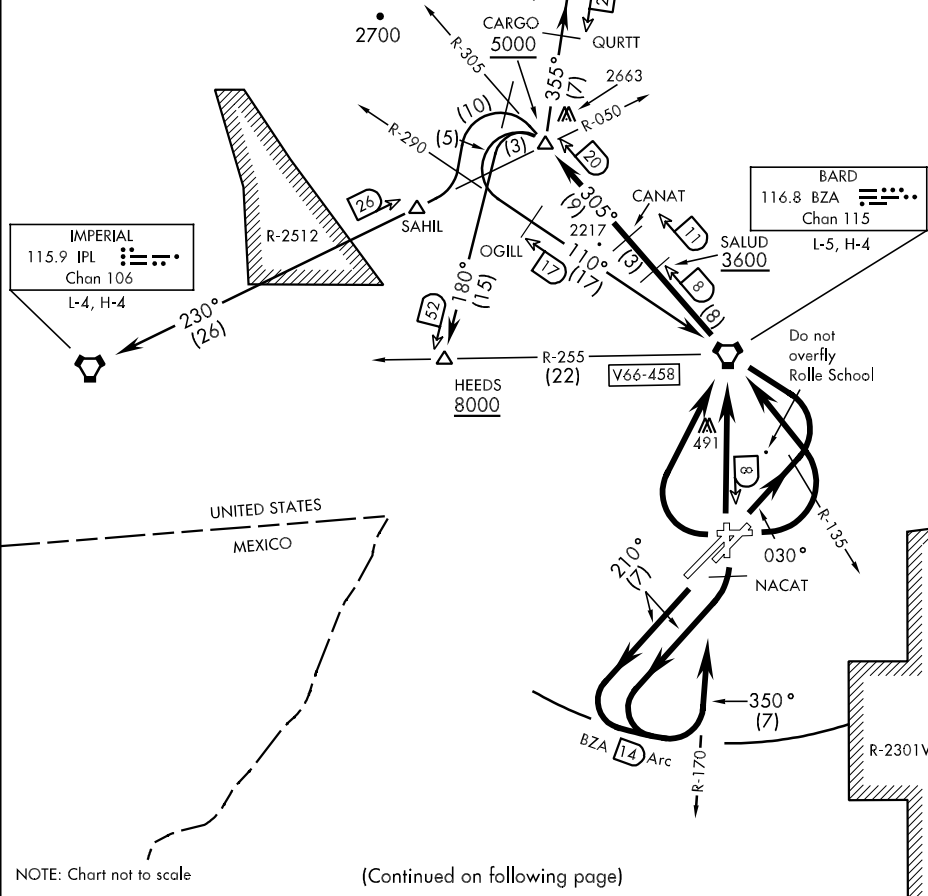
YUMA, ARIZONA

SHL-511 [USN]



BLYTHE
117.4 BLH 
Chan 121
L-4-5, H-4

This departure will be filed/assigned for aircraft not carrying external ordnance when radar services are not available.



YUMA, ARIZONA

CARGO-SIX DEPARTURE (CARGO6•CARGO)

YUMA, ARIZONA

SHL-511 [USN]

DEPARTURE ROUTE DESCRIPTION

(Continued)

ALL RWY: Cross the Departure End of Runway at or above 35' AGL.

TAKE-OFF RWY 3L/R: Climb heading 030° until crossing BZA R-135, turn left direct BZA VORTAC, then.....

TAKE-OFF RWY 8: Turn left direct BZA VORTAC, then.....

TAKE-OFF RWY 17, 21L/R: Climb heading 210° to join and arc S on the BZA 14 mile arc to join and fly BZA R-170 to BZA VORTAC, then.....

TAKE-OFF RWY 26: Turn right direct BZA VORTAC, then.....

TAKE-OFF RWY 35: Direct BZA VORTAC, then.....

Fly BZA R-305 to CARGO. Cross SALUD at or above 3600. Cross CARGO at or above 5000.

BARD TRANSITION(CARGO6•BZA): At CARGO, turn left to join and fly BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION(CARGO6•BLH): At CARGO, turn right to join and fly BLH R-175 to BLH VORTAC.

HEEDS TRANSITION(CARGO6•HEEDS): At CARGO, turn left to join and fly BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION(CARGO6•IPL): At CARGO, turn left to join and fly IPL R-050 to IPL VORTAC.

GLAMIS-SIX DEPARTURE

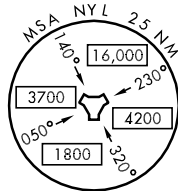
(GLAMS6•CARGO)

YUMA, ARIZONA

ATIS ★
 118.8 273.2
 CLNC DEL
 118.0 336.4
 GND CON
 121.9 315.7
 YUMA TOWER ★
 119.3 (CTAF) 382.8
 YUMA DEP CON
 125.55 281.0

SHL-511 [USN]

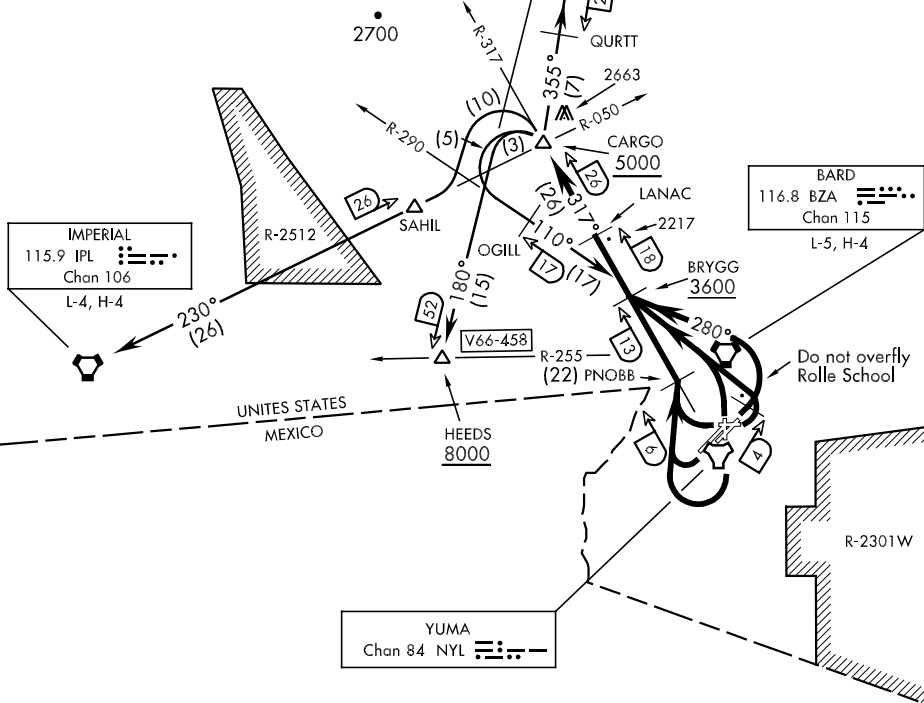
BLTYHE
 117.4 BLH
 Chan 121
 L-4-5, H-4



This departure will be filed/assigned for aircraft carrying external ordance.
 Prior to crossing BRYGG DME fix,
 flight path adjustments to avoid
 overflight of congested areas are
 authorized.

This departure will be filed/assigned for
 aircraft as a preferential departure route when
 radar services are available.

SW-4, 22 OCT 2009 to 19 NOV 2009



(Continued on following page)

GLAMIS-SIX DEPARTURE

(GLAMS6•CARGO)

YUMA, ARIZONA

GLAMIS-SIX DEPARTURE (GLAMS6•CARGO)

YUMA, ARIZONA



SHL-511 [USN] DEPARTURE ROUTE DESCRIPTION (CONTINUED)

ALL RWY: Cross the Departure End of Runway at or above 35' AGL.

TAKE-OFF RWY 3L/R: Climb heading 030° to NYL 4 DME, turn left heading 280° to BRYGG, then fly NYL R-317 to CARGO. Cross CARGO at or above 5000.

TAKE-OFF RWY 8, 35: Turn left direct BRYGG, then fly NYL R-317 to CARGO. Cross CARGO at or above 5000.

TAKE-OFF RWY 17, 21L/R and 26: Turn right direct PNOBB, then fly NYL R-317 to CARGO. Cross BRYGG at or above 3600. Cross CARGO at or above 5000.

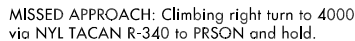
BARD TRANSITION (GLAMS6 • BZA): At CARGO turn left to join and fly BZA R-290 to BZA VORTAC.

BLYTHE TRANSITION (GLAMS6 • BLH): At CARGO turn right to join and fly BLH R-175 to BLH VORTAC.

HEEDS TRANSITION (GLAMS6 • HEEDS): At CARGO turn left to join and fly BLH R-180 to HEEDS. Cross HEEDS at or above 8000.

IMPERIAL TRANSITION (GLAMS6 • IPL): At CARGO turn left to join and fly IPL R-050 to IPL VORTAC.

SW-4, 22 OCT 2009 to 19 NOV 2009


YUMA MCAS/YUMA INTL (KNYL)

* Prior to IAF verify
navigation NYL
TACAN Chan 84

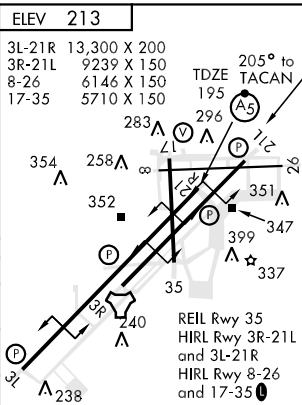
Request holding from Los Angeles ARTCC prior to frequency change to MCAS Yuma Approach Control.

R-2507 and R-2512 located approximately 28 NM NW of NYL TACAN.



YUMA
Chan 84 NYL 

EMERG SAFE ALT 100 NM 17,000



VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg TDZE 199 Arpt Elev 213
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JAL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climbing right turn to 4000 direct BZA VORTAC, then fly R-337 to BRIDG and hold.

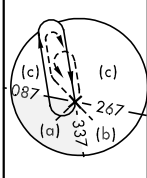
ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EFFECTIVE BY NOTAM

Request holding from Los Angeles ARTCC prior to frequency change to MCAS Yuma Approach Control.

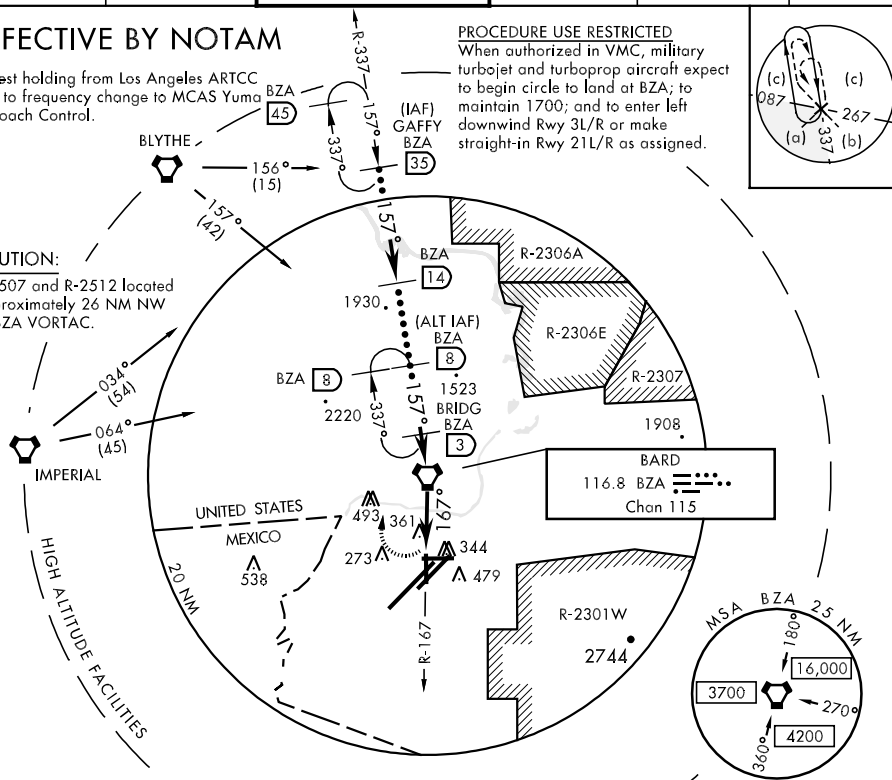
PROCEDURE USE RESTRICTED

When authorized in VMC, military turbojet and turboprop aircraft expect to begin circle to land at BZA; to maintain 1700; and to enter left downwind Rwy 3L/R or make straight-in Rwy 21L/R as assigned.



CAUTION:

R-2507 and R-2512 located approximately 26 NM NW of BZA VORTAC.



EMERG SAFE ALT 100 NM 17,000

CATEGORY	C	D	E
S-17	680-1¼ 481 (500-1¼)	680-1½ 481 (500-1½)	680-1¾ 481 (500-1¾)
CIRCLING	700-1½ 484 (500-1½)	780-2 564 (600-2)	800-2 584 (600-2)

YUMA, ARIZONA

32°39'N-114°37'W

YUMA MCAS/YUMA INTL (KNYL)

LOC I-YUM
108.3APCH CRS
211°Rwy Idg **13,300**
TDZE **195**
Arprt Elev **213**

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



* When ALS inop, increase vis (ILS) to $\frac{3}{4}$ mile;
(LOC) CAT AB to 1 mile, CAT CD to $1\frac{1}{4}$ mile.

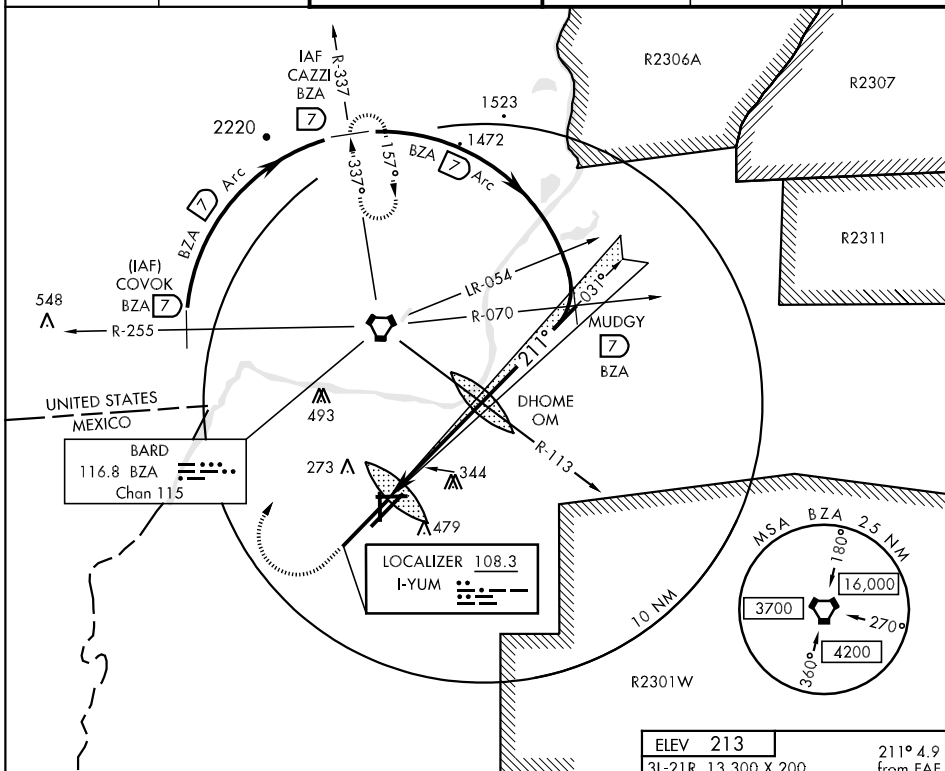
MALSR



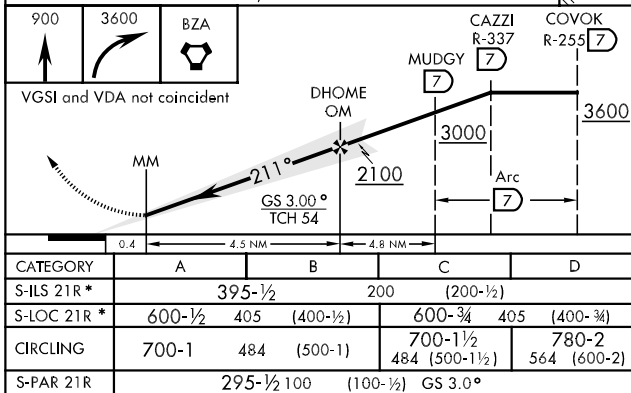
MISSED APPROACH: Climb to 900, then climbing
right turn to 3600 direct BZA VORTAC and BZA
R-337 to CAZZI/BZA 7 DME and hold.

ATIS ★
118.8 273.2YUMA APP CON
124.7 374.8YUMA TOWER ★
119.3 (CTAF) 0 382.8GND CON
121.9 315.7CLNC DEL
118.0 336.4

ASR/PAR



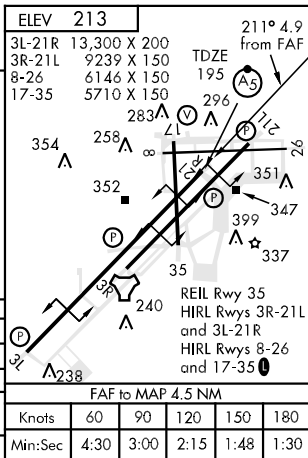
EMERG SAFE ALT 100 NM 17,000



YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

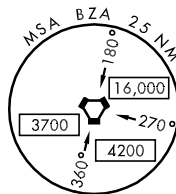


MOHAK-ONE DEPARTURE (MOHAK1•MOHAK)

YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 0 382.8
YUMA DEP CON
125.55 281.0

R-2306
R-2307
R-2308
R-2309



BARD

116.8 BZA
Chan 115

Do not overfly
Rolle School

1908

MOHAK
L-5, H-4

66

R-247

R-075

491

210°

030°

050°

040°

2154

R-2301W

GILA BEND
116.6 GBN
Chan 113

R-2301E

UNITED STATES
MEXICO

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

ALL RWY: Cross the Departure End of Runway at or above 35' AGL.

TAKE-OFF RWY 3L/R: Fly heading 030° to join and.....

TAKE-OFF RWY 8: Turn left heading 050° to join and.....

TAKE-OFF RWY 17: Turn left heading 040° to join and.....

TAKE-OFF RWY 21L/R: Fly heading 210° until passing southwest field boundary; then turn right direct BZA VORTAC, then.....

TAKE-OFF RWY 26: Turn right direct BZA VORTAC, then.....

TAKE-OFF RWY 35: Climb BZA VORTAC, then.....

Fly BZA R-075 to MOHAK INT, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

MOHAK-ONE DEPARTURE (MOHAK1•MOHAK)

YUMA, ARIZONA

SW-4, 22 OCT 2009 to 19 NOV 2009

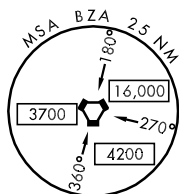
PICACHO-ONE DEPARTURE (PICA1•BLH)

PICACHO-ONE DEPARTURE (PICA1•BLH)
YUMA, ARIZONA

ATIS ★
118.8 273.2
CLNC DEL
118.0 336.4
GND CON
121.9 315.7
YUMA TOWER ★
119.3 (CTAF) 382.8
YUMA DEP CON
125.55 281.0

BLYTHE
117.4 BLH
Chan 121
L-4-5, H-4

RADAR REQUIRED



BARD
116.8 BZA
Chan 115
L-5, H-4

Do not overfly
Rolle School

UNITED STATES
MEXICO

R-2301W

DEPARTURE ROUTE DESCRIPTION

ALL RWY: Cross the Departure End of Runway at or above 35' AGL.

TAKE-OFF RWY 3L/R: Fly heading 030° until passing BZA R-135; then turn left heading 325° to join and.....

TAKE-OFF RWY 8: Turn left direct BZA VORTAC; then.....

TAKE-OFF RWY 17: Turn right heading 340° to join and.....

TAKE-OFF RWY 21L/R: Fly heading 210° until passing southwest field boundary; then turn right heading 350° to join and.....

TAKE-OFF RWY 26: Turn right direct BZA VORTAC; then.....

TAKE-OFF RWY 35: Direct BZA VORTAC then.....

Fly BZA R-337 and BLH R-157 to BLH VORTAC, then via assigned route. Maintain assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

PICACHO-ONE DEPARTURE (PICA1•BLH)

YUMA, ARIZONA

SW-4, 22 OCT 2009 to 19 NOV 2009

Rwy Idg	13,300
TDZE	195
Arpt Elev	213

MALSR

MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and course 338° to CAZZI WP and hold.

T * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

ATIS ★
118.8 273.2

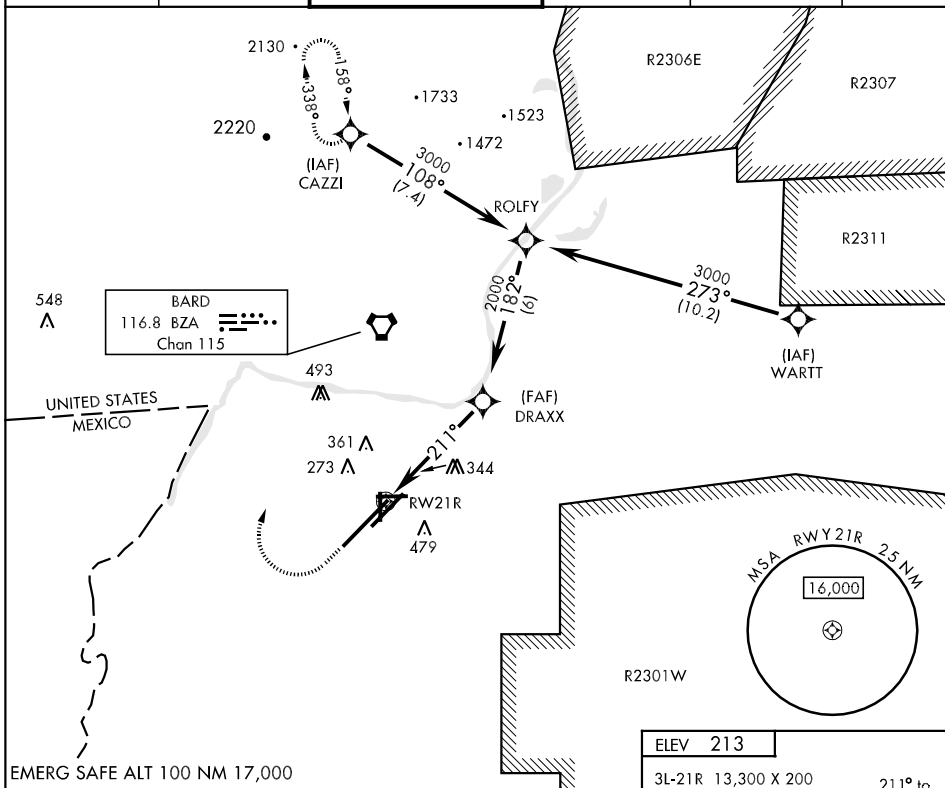
YUMA APP CON
124.7 374.8

YUMA TOWER ★
119.3 (CTAF) 0 382.8

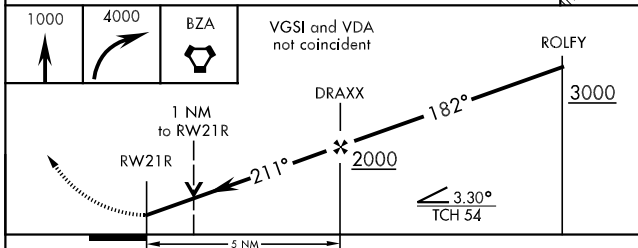
GND CON
121.9 315.7

CLNC DEL
118.0 336.4

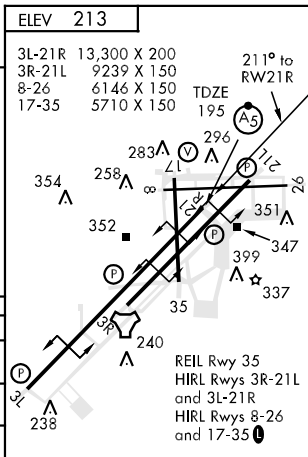
ASR/PAR



EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
LNAV MDA*	600-½ 405 (400-½)	600-¾ 405 (400-¾)		
CIRCLING	700-1 484 (500-1)	700-1½ 484 (500-1½)	780-2 564 (600-2)	
S-PAR 21R	295- ½ 100 (100-½) GS 3.0°			



TACAN NYL Chan 84	APCH CRS 035°	Rwy Idg 13,300 TDZE 198 Arpt Elev 213
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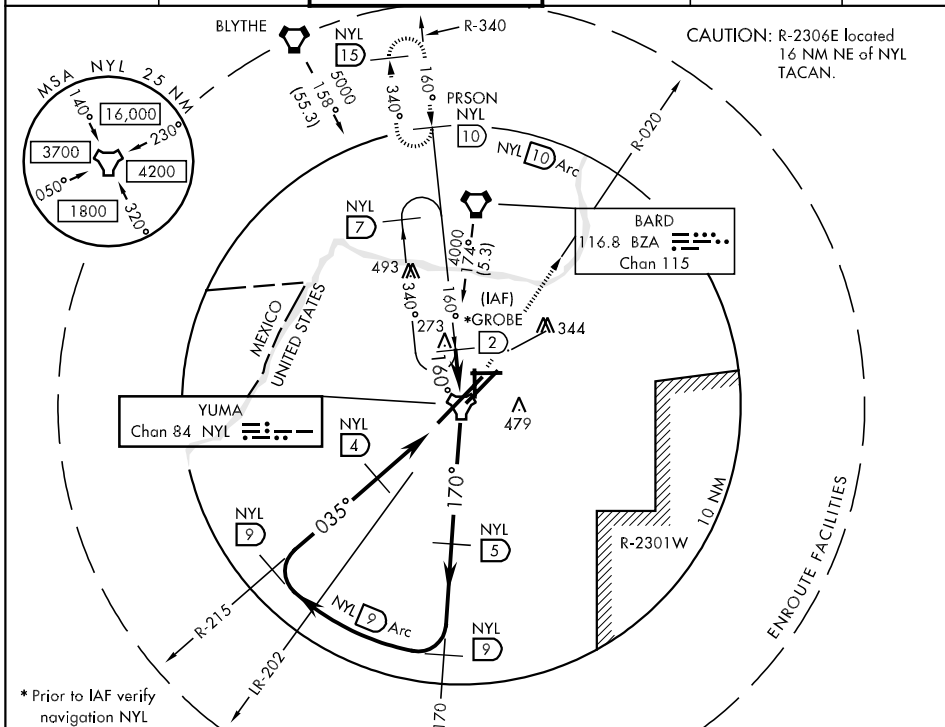
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



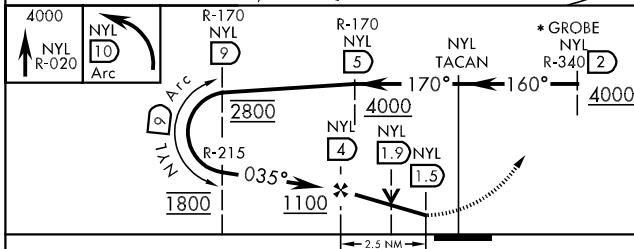
MISSED APPROACH: Climb to 4000 on NYL TACAN R-020, join and Arc N on the 10 mile Arc to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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SW-4. 22 OCT 2009 to 19 NOV 2009

EMERG SAFE ALT 100 NM 17,000'

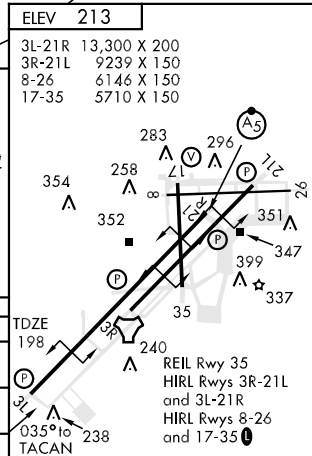


CATEGORY	A	B	C	D
S-3L	540-1	342	(400-1)	540-1½ 342 (400-1½)
CIRCLING	700-1	484 (500-1)	700-1½ 484 (500-1½)	780-2 564 (600-2)
S-PAR 3L	298-½	100	(100-½)	GS 3.0°

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)



TACAN NYL Chan 84	APCH CRS 205°	Rwy Idg 13,300 TDZE 195 Arprt Elev 213
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AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)

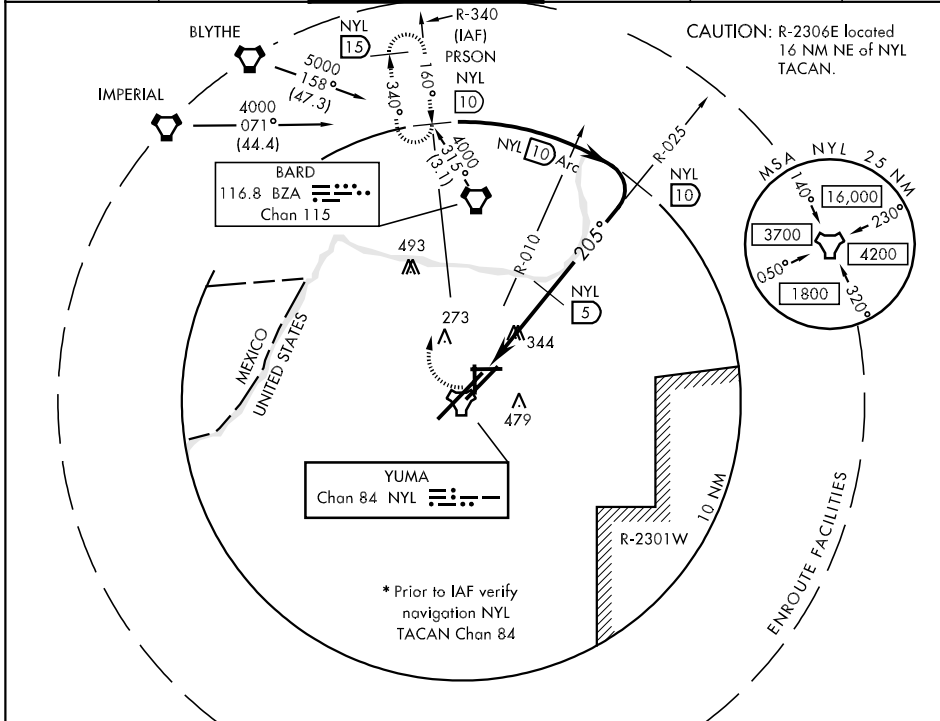


** When ALS inop, increase vis ½ mile.

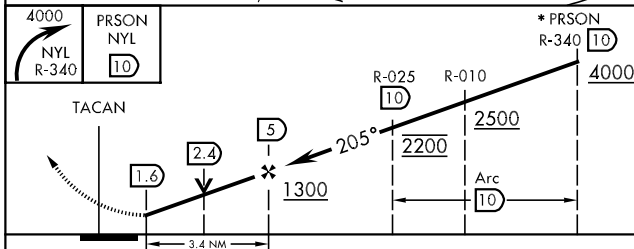


MISSED APPROACH: Climbing right turn to 4000 via NYL TACAN R-340 to PRSON and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000

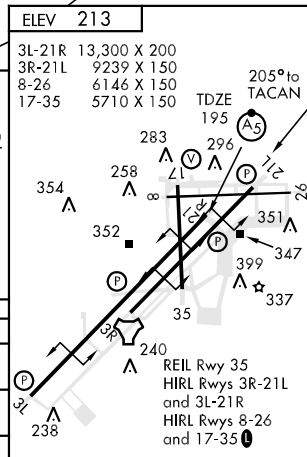


CATEGORY	A	B	C	D
S-21R **	620-½ 425 (500-½)	620-¾ 425 (500-¾)		
CIRCLING	700-1 484 (500-1)	700-1½ 484 (500-1½)	780-2 564 (600-2)	
S-PAR 21R **	295-½	100	(100-½)	GS 3.0°

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)



VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg TDZE Arpt Elev 5710 199 213
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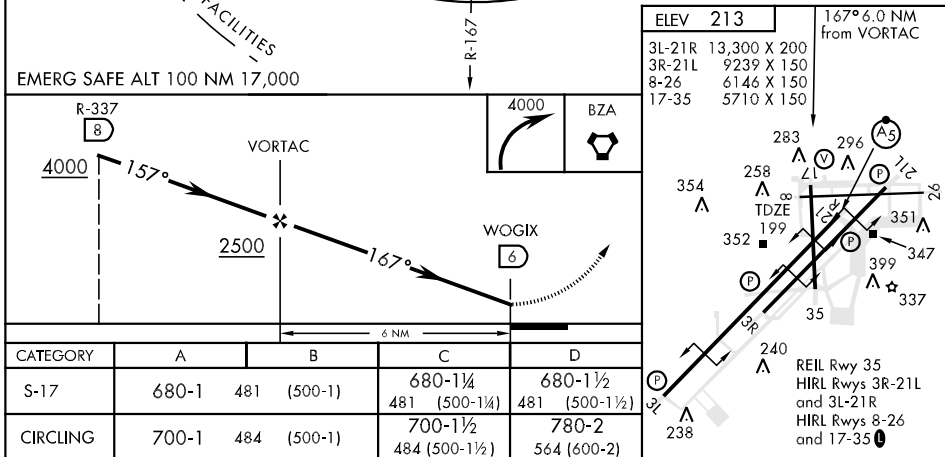
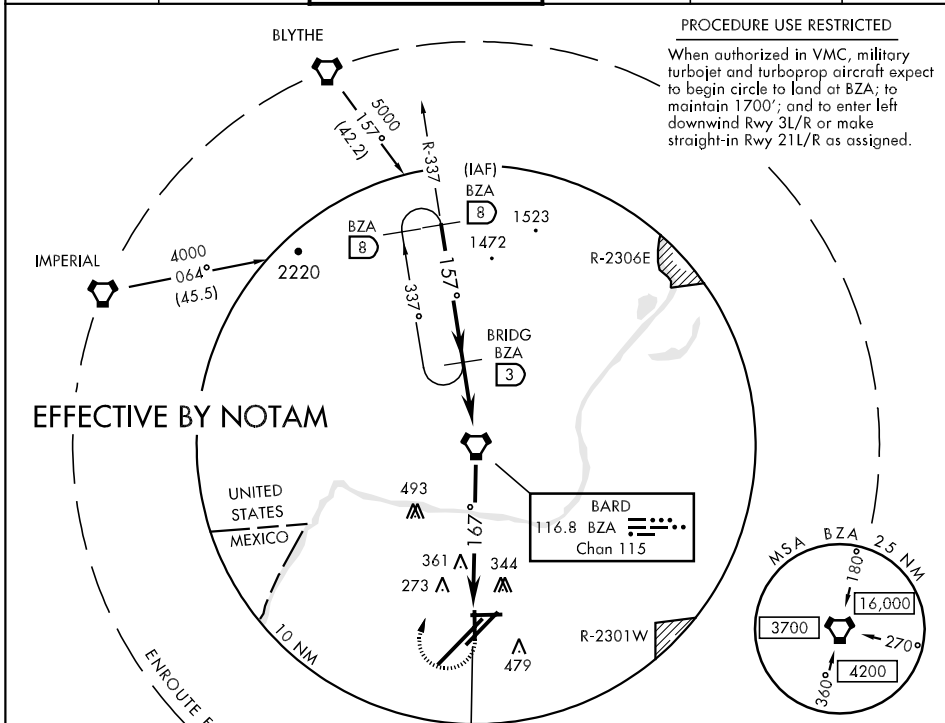
AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climbing right turn to 4000 direct BZA VORTAC, then fly R-337 to BRIDG and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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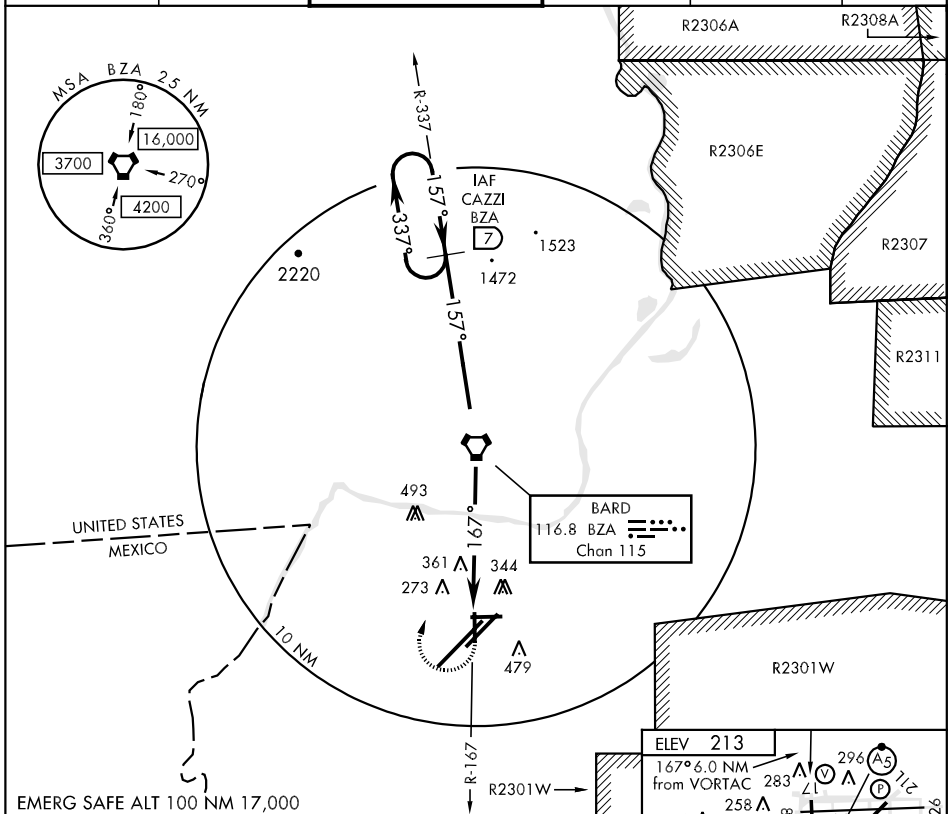


VORTAC BZA 116.8 Chan 115	APCH CRS 167°	Rwy Idg 5710 TDZE 199 Arpt Elev 213	AL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)
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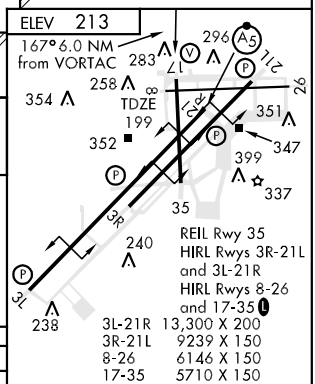
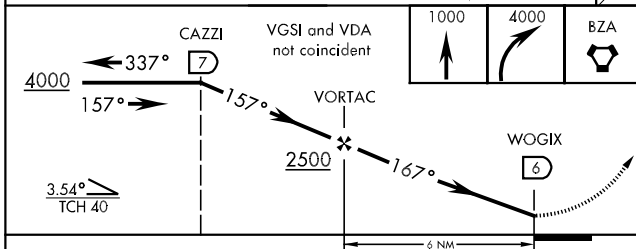


MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and BZA R-337 to CAZZI/BZA 7 DME and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 17,000



CATEGORY	A	B	C	D
S-17	680-1 481 (500-1)	680-1½ 481 (500-1½)	680-1½ 481 (500-1½)	680-1½ 481 (500-1½)
CIRCLING	700-1 484 (500-1)	700-1½ 484 (500-1½)	780-2 564 (600-2)	780-2 564 (600-2)

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

VORTAC BZA 116.8 Chan 115	APCH CRS 211°	Rwy Idg 13,300 TDZE 195 Arpt Elev 213	AL-511 [USN]	YUMA MCAS/YUMA INTL (KNYL)
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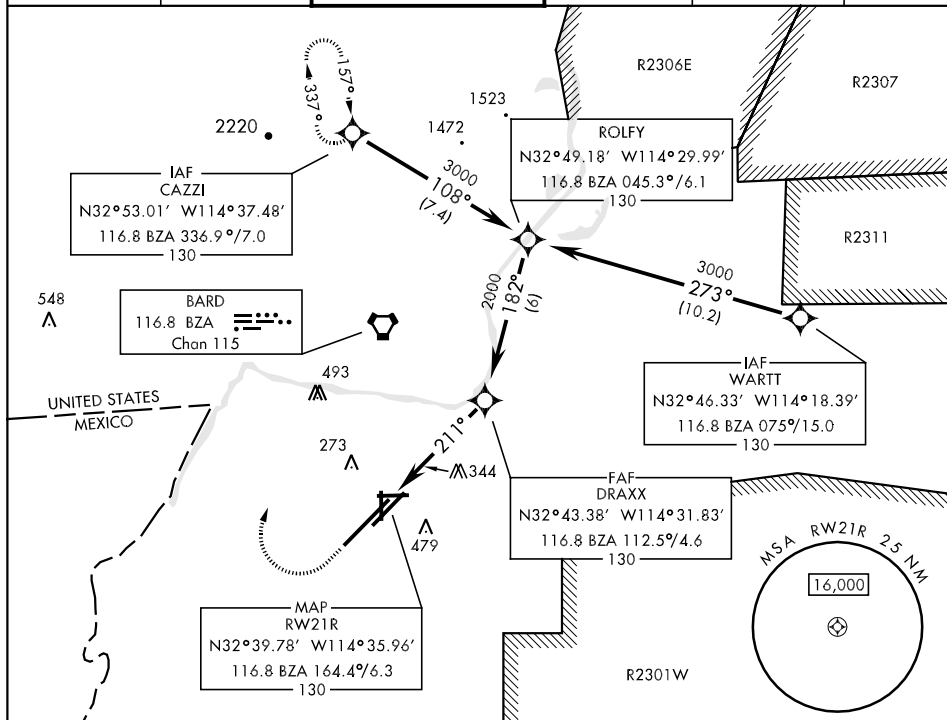
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, CAT D to 1½ miles.



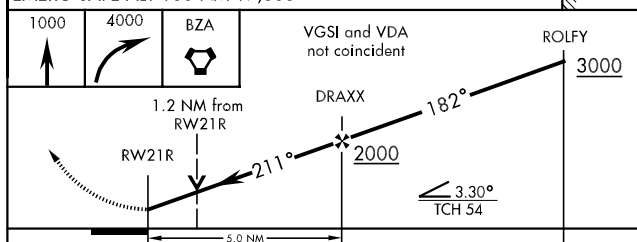
MISSED APPROACH: Climb to 1000, then climbing right turn to 4000 direct BZA VORTAC and course 338° to CAZZI WP and hold.

ATIS ★ 118.8 273.2	YUMA APP CON 124.7 374.8	YUMA TOWER ★ 119.3 (CTAF) 0 382.8	GND CON 121.9 315.7	CLNC DEL 118.0 336.4	ASR/PAR
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SW-4, 22 OCT 2009 to 19 NOV 2009



EMERG SAFE ALT 100 NM 17,000



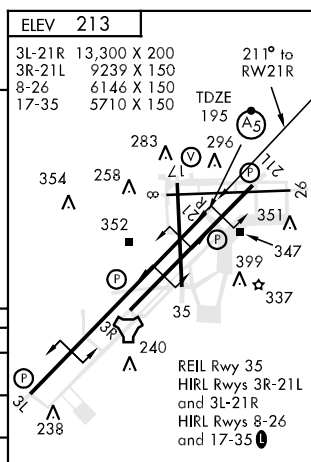
CATEGORY	A	B	C	D
S-21R *	660-½ 465 (500-½)	660-¾ 465 (500-1)	660-1 465 (500-1)	660-1 465 (500-1)
CIRCLING	700-1 484 (500-1)	700-1½ 484 (500-1½)	780-2 564 (600-2)	780-2 564 (600-2)
S-PAR 21R	295-½ 100	(100-½) GS 3.0°		

YUMA, ARIZONA

32°39'N-114°36'W

YUMA MCAS/YUMA INTL (KNYL)

09295



VORTAC BZA
116.8
Chan 115

APCH CRS
167°

Rwy Idg 5710
TDZE 199
Arpt Elev 213

AL-511 [USN]

YUMA MCAS/YUMA INTL (KNYL)



MISSED APPROACH: Climb to 1000, then climbing right turn to 2800 direct BZA VORTAC and hold.

ATIS ★
118.8 273.2

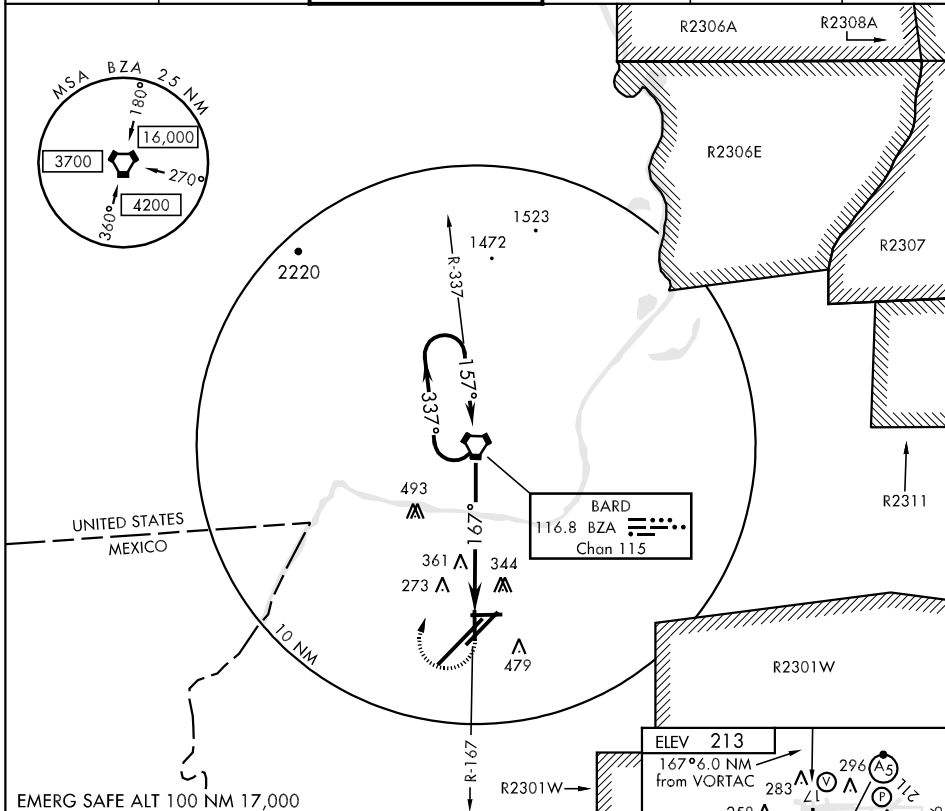
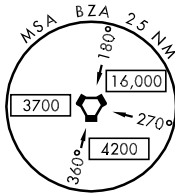
YUMA APP CON
124.7 374.8

YUMA TOWER ★
119.3 (CTAF) 0 382.8

GND CON
121.9 315.7

CLNC DEL
118.0 336.4

ASR/PAR



EMERG SAFE ALT 100 NM 17,000

One minute
holding pattern

VGSI and VDA not coincident

VORTAC

2800

157°

2500

3.54°
TCH 40

1000

2800



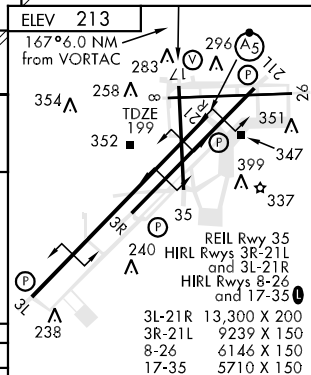
WOGIX

R-167

6

6 NM

CATEGORY	A	B	C	D
S-17	680-1	481 (500-1)	NA	
CIRCLING	700-1	484 (500-1)	NA	



FAF to MAP 6.0 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00